The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & Co., LIMITED, *General Agents.*

NEW SERIES No. 1265. 光緒二十五年六月十一日 TUESDAY, JULY 18, 1899. 二拜禮 號八十月七英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP) ..... Yen 12,000,000
RESERVE FUND ..... " 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD, PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 1st July, 1899. [382

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	HANKOW.
CHEFOO.	PEKING.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS,
3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital ..... £ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %
Hongkong, 30th May, 1899. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $10,000,000
RESERVE LIABILITY OF PROPTORS. $10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,
A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | E. Shellim, Esq.
A. McConachie, Esq. | R. Shewan, Esq.
CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 6th June, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c	*Bombay**	...G. Montford, R.N.R.....	5 P.M., 19th July	...Freight or Passage.
SHANGHAI	...*Parramatta*...	A. Symons	About 21st July.....	Freight or Passage.
LONDON, &c....	*Ballaarat*†...	C. L. W. Field	Noon, 22nd July	...Freight or Passage.
JAPAN	*Rosetta**	.....C. C. Talbot, R.N.R.....	4 P.M., 22nd July	...Freight or Passage.
LONDON.....	*Socotra*	.....T. H. Hide, R.N.R.	About 30th July	...Freight only.
LONDON.....	*Manila*	.....R. L. Haddock, R.N.R...	About 10th August..	Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 18th July, 1899. [5

HONGKONG HOTEL.

BOARD AND RESIDENCE.

On Monthly Terms from 1st May, 1899.

CLUB WHISKY
IS THE BEST.

$12.00 ... ... PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20

AQUARIUS.
"A PERFECT TABLE WATER."

Telephone No. 75.

		Allowance for the Emptics when return to our Godowns.	Net Price.
Per 1 Dozen Quarts	$2.50	$1.00	$1.50
Per 1 Dozen Pints.....	1.75	0.75	1.00

"There is no teaching in all the wide world of hygiene so valuable as the "inculcation of the idea that typhoid fever is a water-borne disease. Exclud- "ing a not common liability to the air-diffusion of its germs, we acquire this "ailment undoubtedly from water directly, or from milk which has been "fouled by polluted water. Pure water means practically the abolition of "both typhoid fever and cholera. Our safety abroad is to drink a pure "Mineral Water only." (Dr. Andrew Wilson in the "Illus. London News.")

CALDBECK, MACGREGOR & Co.
GENERAL MANAGERS.

16, Queen's Road.
Hongkong, 8th July, 1899. [15

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

W. POWELL & Co.

Ex. S.S. "MANILA."

NEW SHOES, NEW HATS AND MILLINERY REQUISITES.

Hongkong, 4th July, 1899. [27

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
SUPERINTENDENT ..... THOS. SKINNER
DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28

HOTEL ORIENTE,
MANILA.

THE Public are informed that this FINE and COMMODIOUS HOTEL is To-day entirely under ENGLISH MANAGEMENT, and is now on a par with the best managed Eastern Hotels. All the latest improvements and conveniences have been added to the building, including Electric Light throughout.

The Premises are specially constructed for the tropics, and every attention is paid to the Comfort and Convenience of Guests.

Cuisine of the best, and Prices Moderate.

A First-Class Livery Stable is attached to the HOTEL. [804a

ACCIDENTAL DEATHS
WOULD NOT HAPPEN
IF YOU USE
ESSET'S FLUID,
THE STRONGEST KNOWN
DISINFECTANT.

WATKINS & CO. 66, QUEEN'S ROAD CENTRAL.

Hongkong, 12th June, 1899. [14

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of SEVENTY FIVE CENTS per Share for the Six months ending 30th June, 1899, will be PAYABLE on the 28th instant, on which date DIVIDEND WARRANTS may be obtained on Application at COMPANY'S OFFICE.

The TRANSFER BOOKS of the Company will be CLOSED on the 27th and 28th instant.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
General Agents,
WEST POINT BUILDING CO., LD.

Hongkong, 10th July, 1899. [902a

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY,

NOTICE TO SHAREHOLDERS.

THE SIXTY-SIXTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on MONDAY, the 31st July, at 12 o'clock NOON for the purpose of receiving a Report of the Directors, together with a Statement of Accounts declaring a DIVIDEND and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st instant inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 13th July, 1899. [911B

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of TWO DOLLARS AND A HALF per Share for the Six months ending 30th June, 1899, being at the Rate of Ten Per Cent per Annum, will be PAYABLE on the 25th instant, on which date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 25th instant inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1899. [901a

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 104 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1899 of Eight per Cent on the Paid up Capital. DIVIDEND WARRANTS PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION will be issued to Shareholders on WEDNESDAY, the 26th July.

The TRANSFER BOOKS of the Company will be CLOSED from 18th to 26th instant both days inclusive.

JARDINE, MATHESON & Co.
General Managers.

Hongkong, 13th July, 1899. [906a

Intimation.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK CO., LTD., will be held at the OFFICE of the Company, Queen's Buildings, Victoria, in the Colony of Hongkong, TO-MORROW, the 19th day of July, 1899, at 3 o'clock in the Afternoon, when the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 3rd day of July, 1899 (being an amendment of the Resolution originally proposed at such Meeting) will be submitted for confirmation as a SPECIAL RESOLUTION, viz.:

"That the Memorandum and Articles of Association submitted to this Meeting be and the same are hereby approved with the following alterations made therein:

1.—With the words "*in Hongkong and elsewhere*" inserted in clause 3 section (a) line 1 of the said Memorandum of Association between the words "to carry on" and the words "the business of".

2.—With the *number 5* placed before the last clause in the said Memorandum of Association beginning "the Capital of the Company" and with the latter portion of such clause beginning with the words "*with power to divide*" down to the end of the clause *eliminated*.

3.—With the words "*as the General Meeting resolving upon the creation thereof shall direct and if no direction be given*" inserted in Article Number 37 line 2 of the said Articles of Association between the words "annexed thereto" and the words "as the Directors shall determine."

4.—With the words "*(if any)*" inserted between the words "sums" and "as" and the words "*in General Meeting*" inserted between the words "Company" and "may" in Article Number 74 line 3 of the said Articles of Association.

5.—With *all the words after the word "shall"* in line 1 of Article Number 109 of the said Articles of Association *eliminated down to the end of the Article* and with the following words inserted instead thereof "*three days at least previously to the meeting be served on the registered holders of shares in the manner in which notices are hereinafter directed to be served.*"

And that pursuant to the Provisions of the Companies (Memorandum of Association) Ordinance 1890 the form of the Company's Constitution be altered by substituting such Memorandum of Association with extended objects as therein set forth (after making the before mentioned alterations therein) and such Articles of Association (after making the before mentioned alteration therein) for the Company's Deed of Settlement dated the 29th of August, 1863, and for all Regulations of the Company subsequently made and now in force and that the Directors be authorized to apply to the Court to confirm this RESOLUTION under the said Ordinance."

Dated the 4th day of July, 1899.

By Order of the Board,
T. J. ROSE,
Secretary.

Queen's Building,
Victoria,
Hongkong. [875a

Auctions.

GOVERNMENT NOTIFICATION.
No. 374.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 24th day of July, 1899, at 3 P.M., are published for general information.

By Command,
J. G. T. BUCKLE,
for the Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st July, 1899. [924a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 24th day of July, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Marine Lot 67	Mong Kok Tsui.	310	320	300	300	94,500	980	28,350

GOVERNMENT NOTIFICATION.
No. 375.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 24th day of July, 1899, at 3.30 P.M., are published for general information.

By Command,
J. G. T. BUCKLE,
for the Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st July, 1899. [925a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 24th day of July, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 99 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 548	Bonham Strand and Wing Lok Street.	170	180	79.6 170	90.6	9,867	27	30,600

To-day's Advertisements.

NOTICE.

AFTER Extensive Alterations and Rebuilding, the OLD ROSE, SHAMROCK AND THISTLE has again been OPENED to the Public by its former Proprietor who wishes to see all its old patrons again at the Old House to receive a hearty welcome from the same.

WM. KRATER.

Hongkong, 18th July, 1899. [936a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above Port, on THURSDAY, the 20th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Mangers.

Hongkong, 18th July, 1899. [935a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched as above on THURSDAY, the 20th instant, at Noon, instead of as previously advertised.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th July, 1899. [931a

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"HYSON,"

Captain Fey, will be despatched for the above Ports, on THURSDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 18th July, 1899. [934a

OCEAN STEAMSHIP COMPANY.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"BELLEROPHON,"

Captain Peters, will be despatched on THURSDAY, the 20th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th July, 1899. [932a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"PAKHOI,"

Captain Stott, will be despatched as above on THURSDAY, the 20th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th July, 1899. [933a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Dodd, will be despatched as above on SUNDAY, the 23rd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th July, 1899. [937a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"

Captain Goodwin, will be despatched as above on SATURDAY, the 29th instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th July, 1899. [921a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 18th July, 1899. [938a

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MORAVIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo:—

From Trieste, *ex* S.S. *Istria*—transhipped at Bombay.

From Venice, *ex* S.S. *Massimiliano* and *Almissa*—transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 25th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 16th July, 1899. [907a

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

MEMBERS will please note that owing to increased requirements of the Range by the Services the Range will only be available to Members on WEDNESDAYS after 4 P.M. and on SATURDAYS after NOON, until further Notice.

MOWBRAY S. NORTHCOTE, Hon. Sec.

Hongkong, 18th July, 1899. [35

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Italy, *ex* S.S. *Thames*.

From Madras, &c., *ex* S.S. *Landaula*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 18th July, 1899. [5

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

PORTS

(For Invalids and General Use.)

	Per doz. Case.
B.—VINTAGE, superior quality, Red Capsule	$14.40
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule	16.20
D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule *(Old Bottled)*	20.10

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co., Limited, *THE HONGKONG DISPENSARY.*

BIRTHS.

At Chefoo, on the 8th of July, the wife of L. H. SMITH, of a son.

At Kuling, on the 10th July, the wife of D. W. E. MACKLIN, of a daughter.

On Wednesday, the 12th inst., at 25, Boone Road, Shanghai, the wife of IVOR THOMAS, of a son.

DEATH.

On Wednesday, the 12th inst., at 25, Boone Road, Shanghai, the infant son of Mr. and Mrs. I. Thomas.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 18, 1899.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE DEATH OF THE TSAREVITCH.

LONDON, July 16th.

The official account of the death of the Tsarevitch states that the Prince died from hemorrhage of the lungs, whilst on a solitary ride on a motor-cycle, and that only a peasant woman tended him in his last moments.

THE TRANSVAAL DIFFICULTY.

Fifteen officers and two hundred and thirteen Royal Engineers and Army Service Corps sailed for the Cape on Saturday.

The local foundry at Johannesburg is casting dynamite mortars.

The Afrikander Bond at the Cape is holding meetings approving of the Franchise proposals.

[FROM JAPANESE PAPERS.]

JAPANESE AND PERPETUAL LEASES.

TOKYO, July 7th.

An Imperial Ordinance will be issued to-morrow relating to cases where a Japanese subject or juridical person has acquired the right of perpetual lease or superficies, originally granted to a foreigner or foreign juridical person.

MARQUIS ITO AND THE TEIKOKU-TO.

TOKYO, July 7th.

The Teikoku-to (Imperial Party), the new political party just organised, invited Marquis Ito to a reception to-day. The Marquis, however, excused himself, stating that he was unable to attend the reception, as he was going to Numazu with Prince Arisugawa.

PROFESSOR DOOMCHEFF.

TOKYO, July 7th.

Their Majesties the Emperor and Empress heard a violin concert by Professor Constantine Doomcheff, the violinist of the Russian Imperial House, who is now in Tokyo. Marquis Tokudaiji, the Chief Chamberlain General Okazawa, Baron Kawaguchi, Vice-Minister for the Imperial Household, and other officials were present.

THE "RELIEF" AND JAPANESE NAVAL OFFICERS.

TOKYO, July 7th.

On the 5th inst., a number of Japanese Naval officers presented an address of sympathy to the invalid American officers and men who arrived at Yokohama in the *Relief*, together with five potted plants and 300 fans *(uchiwa)*.

THE BATTLESHIP "ASAHI."

TOKYO, July 7th.

A telegram has reached the Naval Department, stating that the fitting of the engines of the 1st-class battleship *Asahi*, now being built in England, having been completed, the trial of the engines has been made with satisfactory results.

SEVERE THUNDERSTORM.

AOMORI, July 7th.

A severe thunderstorm was experienced at Kami-kita district, Aomori prefecture, the day before yesterday. Three people were killed by lightning and five others injured.

PRICE OF RICE.

YAMAGUCHI, July 7th.

The price of rice has declined, and the quotation stands at Y3.30 per bag of 4 *to*.

PRINCE HENRY.

TOKYO, July 8th.

The *Deutschland* with Prince Henry on board left Yokohama at 7.30 this morning for Yokosuka, arriving there at 8 a.m. All the Japanese men-of-war fired a salute. Admiral Yamamoto, the Minister for the Navy, Admiral Ito, President of the Naval Staff Department, Admiral Sameshima, Commander of the Standing Squadron, and Admiral Ainoura, Commander of the Yokohama Port Admiralty proceeded on board the *Deutschland* to meet Prince Henry, who, after receiving them, went on the *Fuji*. Prince Henry is to entertain Princes Kwacho and Rometsu, the Minister of the Navy, and others at dinner on the *Deutschland* this evening.

YOKOSUKA, July 9th.

There being signs of a gale, the departure of the *Deutschland* with Prince Henry has been postponed.

THE DISTURBANCES IN YUNNAN.

PEKING, July 7th.

The French Government has asked the Chinese Government to send troops into Yunnan for the protection of French subjects, in view of the recent disturbances at Mengtze. The Chinese Government has instructed the Viceroy of Yunnan to send the troops, but at the same time is imploring the French Government to withdraw the application.

THE JAPANESE LOAN.

TOKYO, July 9th.

A London telegram to the Spiece Bank yesterday states that the new Japanese Loan bonds have improved, and the discount now stands at 1¼ per cent.

THE LIBERAL PARTY AND THE NEW TREATIES.

TOKYO, July 8th.

A general committee of the Liberal Party has adopted a resolution to the effect that the revision of the Treaties, which was a long cherished aspiration of the Party, having now been accomplished, and the new Treaties being about to come into force very shortly, the Party should take the initiation in celebrating the occasion on the 4th prox., when all the Treaties will be in force.

THE DISTURBANCE AT MENTZE.

PEKING, July 10th.

The disturbance at Mentze in Yunnan is expected to be settled by the Chinese Government rebuilding the French chapel that was destroyed and paying compensation for the property lost by French subjects.

RUSSIA AND THE CHINESE RAILWAYS.

PEKING, July 10th.

There is reason to believe that the Tsungli Yamen will concede the Russian demand to construct the railway to Peking.

THE CHINESE UNDER THE TREATIES.

TOKYO, July 11th.

After a heated discussion at yesterday's Cabinet Council, it has been decided that Chinese labourers shall be confined to the limits of the existing foreign Settlements, but respectable merchants and manufacturers shall be allowed to reside in any part of the Empire the same as Europeans and Americans. An Imperial Ordinance or Departmental Order relating to the restriction of the residence of Chinese labourers will be issued. The advice of the Privy Council will be asked as to the decision.

THE QUESTION OF PASSPORTS.

TOKYO, July 11th.

The Government has issued private instructions to the Governors of the various cities and prefectures, ordering that French and Austro-Hungarian subjects, notwithstanding that their Treaties do not become operative until the 4th August, should be allowed to travel freely to any part of the Empire without passports after the 17th July.

PRISONERS' MEALS.

TOKYO, July 11th.

A notification has been issued by the Home Department, to the effect that the cost of a meal served to a person in custody or detained at a police station, which was fixed at 5 sen and under by the Departmental Notification No. 23 of 1897, shall be increased to 10 sen.

A PAPER MILL BURNED.

KUMAMOTO, July 11th.

Six buildings of the Tohi Paper Mill Company at Kami-Matsukuma, Yatsushiro district, have been destroyed by fire. The loss is estimated at ¥150,000.

DYSENTERY AT SCHOOL.

July 11th.

Dysentery has broken out [illegible] the students of the Normal School [illegible] Forty scholars have died [illegible] school has been temporarily closed.

WEATHER REPORT.

The Observatory reports:—

On the 17th at 5.30 p.m. Typhoon East of and slowly approaching Formosa.

On the 18th at 11.45 a.m. The barometer continues to fall over China, particularly on the S. and S.E. coasts. The typhoon is still E. of Formosa, and threatens to pass over the Northern part of the island. FORECAST:—Light or moderate W. winds; fine.

LOCAL AND GENERAL.

THE returns of the number of visitors to the City Hall Museum for the week ended 16th July, were:—Europeans 192, Chinese 1,661; total 1,853.

THIS morning at the Magistracy a Spanish student at the Victoria English School was fined $5 for assaulting a Chinese mess boy, belonging to the Royal Artillery Mess, in the Caine Road.

"PLEASE, mum, kin you gimme somethin' to eat—just the meat the dog left will do?" Mrs. Miggles—"We haven't any dog." "Oh, you ain't? Then you git to work an' cook me a plate of ham and eggs an' a cup of coffee, fore I kick ye in the jor!"

A WUHU dispatch states that a company of Ningkuo prefecture, Anhui, gentry have recently engaged Japanese mining engineers to examine some coal deposits in that prefecture, with the object of developing them, and that the Japanese engineers passed through Wuhu *en route* on the 9th inst.

AT a recent examination the examiner was puzzled by a statement anent Wolsey, who was said to have shot the Pope. On asking the pupil for an explanation, the boy turned to his text-book and pointed triumphantly to a paragraph which opened with the words "Wolsey aimed at the Papacy."

THE port of Hankow, which has hitherto held the status of a *chên* or market town, under the jurisdiction of the district magistrate of Hanyang, has, according to a Hankow dispatch, been now raised by Viceroy Chang Chih-tung to the dignity of a sub-prefecture in deference to the importance of the place.

JACK SMART—"Barbers are great talkers, ain't they?" Cholly—"I—aw—don't find them so. They never talk much to me." Jack Smart—"Oh, well, you're different, I suppose. They're students of human nature, and when they think they've got a man of intelligence in the chair there's actually no end to their gab."

TO-DAY a chairman, who has been arrested by the Chinese Authorities in connection with the Un-loong murders, it is being tried by them at Nantau. Inspector Hanson has gone over to watch the case on behalf of the British Government. It will be interesting to compare the two modes of procedure, the Chinese and the British.

THIS morning a charge of stealing a parcel containing two gold chains valued at $275, was brought against Abdul Ramen, a clerk in the employ of the Post Office, on 19th May. The warrant for his arrest was given to Det. Sergt. Collett at 10.30 a.m. who was told that he lived in Lower Lascar Lane. Collett went there but was informed that he had left the Colony, but while the ladies who answered the door were conversing, the detective heard the words "Ordnance Store." Upon this he went there and found the prisoner, who is now under an assumed name. After evidence of arrest was given, the case was adjourned till 11 a.m. July 25th to allow further evidence to be obtained.

A CONCERT and Promenade Concert in aid of the Ladies' Hospital Fund, by members of the Royal Welsh Fusiliers Dramatic Club, will be held at the Volunteer Head Quarters on Monday, the 24th July, at 9 p.m. The Band of the Royal Welch Fusiliers, by kind permission of Major Morris and Officers, R.W.F., will be in attendance. Refreshments, in which tea, ices and light refreshments can be purchased will be on the ground. There will also be a bar at which drinks can be obtained on payment. Admission free. Members of the H.K. V.C. and Soldiers and Sailors in uniform, 25 cents. Tickets can be obtained on application from the following:—Head Quarters, or Messrs. Lane, Crawford & Co., or on night of performance at the gate.

It will be remembered, says the *N. C. D. News*, that from the account of the incident supplied by a Canton correspondent to the *Hongkong Daily Press* (an account translated from the *Ling Hoi Po* of the 27th ult.), the mandarin in command of the fort at Bocca Tigris who fired a blank charge at H.M.S. *Plover* was reported to have excused himself on the plea that he mistook the vessel for an Italian man-of-war. We now learn that, while it is true that a blank charge was fired at the *Plover*, enquiries in the most authoritative quarters prove that the mandarin did not put forward the excuse attributed to him. Indeed, the relations between Italy and China are of the most friendly character and entirely exclude the possibility of such a justification having been advanced by the mandarin.

A GREAT sensation has been caused in Gorakhpur, which has a population of 70,000, by the visit a few days ago, just before dawn, of a tiger. First entering the dharamsala, it bit off the arm of a sleeping oilman whose groans awoke the other occupants, and their loud cries led the tiger to make for the streets, where he chased a pottery dealer into his house, inflicting severe injuries on him and the other inmates. Making for the court-yard the tiger entered an outhouse through a hole in the wall on which some fodder fell blocking his egress. Shortly after, Mr. Innes, District Superintendent of Police, and Mr. Iqbal, Agent, Bengal-North Western Railway, arrived with their guns, and mounting the roof of the outhouse, dislodged a few tiles and shot the tiger through the head. It had altogether mauled eleven people, one of whom died, and the lives of three others are despaired of. The animal was seven feet

A REMARKABLE marriage is reported to have just taken place at Galena, Kansas. The bride was Mrs. Mary Douglas, aged 102, and the bridegroom James Morgan, aged seventy. Mrs. Douglas was born in Tennessee in 1797, and has been married three times. She is a sprightly old lady in excellent health.

WE are requested to inform our readers that Mr. Alfred Shaw, the Manager of the Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., will be glad to receive shareholders to inspect the Mill premises on Tuesdays and Fridays during July and August between the hours of 4 and 5 P.M. Shareholders desirous of availing of this invitation are requested to apply at the office of the General Managers for cards.

THE body of a well dressed foreigner came to the surface off the Kinkiang Road ferry about 4.30 yesterday afternoon, says the *N. C. D. News* of 14th instant, and was promptly removed by the Water Police to the Pootung Mortuary. Deceased (who up to going to press has not been identified) is that of a man of about 5 ft. 8 in. in height. Dark hair, with reddish moustache only. On the arms are the following tattoo marks: on the right forearm the emblem of Faith, Hope, and Charity, underneath which is a half-wreath of laurel and an open book with the word *Cosmos* inscribed across the pages. On the left forearm is a winged female, and a bunch of flowers. The body was dressed in a white shirt with collar attached, containing gold studs and sleeve-links, of local manufacture, bearing the maker's mark "W. H." The links have the letters "W. C. P. S." in monogram. White drill trousers, canvas shoes, and a dark-blue flannel serge jacket. The only article in the pocket was a new white silk handkerchief. The coat has the tailor's name "Changchow."

IT will be remembered that, in addition to preparing for an expected descent of Italians upon the Chêkiang seaboard the officials of that province have had to send troops to Taichou prefecture, where a powerful body of outlaws, mostly coast pirates, have been helping the inhabitants to attack the R.C. converts who had taken possession of certain temple lands claimed by the people of Taichou city. A Ningpo dispatch now states that, encouraged by their successes against the R.C. converts and the troops sent by the Ningpo mandarins to protect the converts, the Taichou malcontents have now (10th July) openly raised the flag of rebellion and have posted proclamations throughout the prefecture calling upon the people to aid in driving out both R.C. converts and Imperial troops, and then to prepare to resist an Italian descent upon Taichou which rumour reports the Italians now desire to make a naval base in preference to Sanmen Bay. The dispatch further states that, although no less than 5,000 troops have been collected in Taichou prefecture for the past fortnight to crush the insurrection, no forward movement has as yet been made into the insurgent country although several skirmishes have taken place in which the latter have generally come off best.

WE (*N. C. D. News.*) are asked to state that the foundation for the statement made recently by our native correspondent at Peking with regard to four prominent Taotais of Kiangsu is of the very slightest nature. As regards Hu Chia-chên, he has indeed been impeached by a Censor, but the charge is of no importance. Against Ts'ai Chun no charges whatever have been made. As regards Shên Tun-ho, we are told that when the Imperial Commissioner Kang Yi reached Woosung, he expressed great indignation at the forts there having been removed, as they would have prevented the Italian men-of-war anchoring at Woosung. It was explained to him that the Viceroy had decided to open Woosung as a Treaty Port, that forts and camps and magazines were not permissible in a treaty port, and that in removing the forts Shên Tun-ho had only carried out the Viceroy's orders. Against Ao Yang-ai no charges at all have been made. On the other hand, the following official news was received yesterday from Nanking:—Hu Chin-chên, the acting Provincial Treasurer of Nanking, although he has handed over the seals of office to the new Treasurer, En Shou, has not been ordered to return to his own *yamên*—the Salt Toatai's *yamên*—and it appears that he is now suspended from office awaiting the result of the Imperial Commissioner Kang Yi's denunciations to the Throne. The Likin Commissioner Ao Yang-ai is stated, will also be suspended in a few days to await the same result, and there are strong rumours that the other two Taotais will be called to Nanking pretty soon.

WATER POLO.

A meeting of the Hongkong Water Polo Association was held at the Victoria Recreation Club on Friday last. There were present Lieutenant Lewis, R.A., Lieutenant Williams, R.N., (H.M.S. *Tamar*), Sergeant Deane, R.W.F., Quartermaster Sergeant Canne, R.E., Messrs. A. Humphreys (Kowloon), W. Stopani, T. Meek, A. A. A[illegible], A. E. Alves and F. Lammert. The ties for the forthcoming tournament were drawn as follows:—

HONGKONG WATER POLO ASSOCIATION TOURNAMENT.

R. L. 25 E. D. — 20th July
R. W. F. (A Team) —
R. A. 25 E. D. — 1st August
R. W. F. (B Team) —
Kowloon —
R. E. (A Team) —
R. E. (B Team) Bye —
V. R. C. (A Team) Bye — 29th July
H. M. S. Tamar Bye —
V. R. C. (B Team) Bye —
R. A. 26 E. D. Bye —

THE PLAGUE.

Cases reported to 17th instant [illegible]
Do. do. during past 24 hours [illegible]

Total [illegible]

Deaths reported to 17th instant [illegible]
Do. do. during past 24 hours [illegible]

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before the Hon. W. M. Goodman (Acting Chief Justice).

July 18th.

THE UN LOONG MURDERS.

This morning at the Supreme Court, Ng Ki Chaung, Ng Tung and Un Tak Lap were brought up to take their trial for conspiracy to murder.

The Hon. H. E. Pollock, in opening the case asked that the second case on the calendar, namely, the conspiracy to murder might be heard next Monday at 10.30, as he wished to withhold the first case until the second had been disposed of.

Mr. Francis said he intended to dispute the right of the learned Counsel to withhold the first case.

At the suggestion of His Lordship it was agreed to hold both cases until that date.

The Special jury, who had been summoned for the hearing of the case were then dismissed.

Mr. Pollock then asked that the case of Yeung Cheung alias Yeung Kwan might be allowed to stand over until Thursday afternoon, as Mr. Francis was defending and it would be better to take all undefended cases first, and in all probability these would be finished by that time.

His Lordship suggested that Thursday morning would be better, as the business of the court might be finished by Wednesday night and then a morning would be wasted.

Mr. Francis said he was perfectly ready for the case to be tried on Thursday morning. The case was therefore put down for hearing at 10 a.m. on Thursday.

RETURNING FROM BANISHMENT.

The sixth case, Chan Loi alias Tsang Cheung for disobeying an order of banishment was then proceeded with. The prisoner pleaded "not guilty." The following jury was sworn:—Messrs. A. H. Silverthorne, Maracells da Silva, Jose da Silva Rozario, A. H. Barlow, F. H. Hohuke, Wan Kai Mi, and Luiz Carlos Rozario.

The Hon. H. E. Pollock, addressing the jury, said that the defendant had been banished by an order in Council dated 31st January, 1896, for 5 years, being allowed one month to leave the Colony. The term of banishment would expire on the 31st January, 1901. The defense the prisoner put forward was that he is not the man, this being a case of mistaken identity, and said he had never been banished. He would bring forward Mr. de Suza, receiving officer of Victoria Goal, who recognised the defendant from a photograph, and also other police evidence would be brought forward as regards personal appearance and marks on the body.

The first witness called was Inspector Robertson who said he had arrested defendant on the 12th inst. for larceny at Saukiwan at 8 p.m. He did not recognise the prisoner except from the photograph produced.

No questions.

Mr. Suza said he had been warder and receiving officer at the goal for over 13 years. He remembered prisoner being brought in on the 13th instant, to the receiving room, he was brought in for recognition. He recognised him as having been banished. He informed Inspector Robertson, and turned up the photograph book of people who had been banished. Book produced and photograph shown. He remembered his name Chan Loi.

Inspector Robertson said the prisoner was arrested under the name of Tsang Cheung.

Mr. Suza, continuing, said prisoner was banished when leaving prison on the 10th of February. One photo was taken in 1895 as a prisoner is photographed on all entries into prison.

Sergt. Sim gave evidence concerning the banishment order signed by Mr. Buckle. Mr. Suza, recalled, said that when a man is banished the marks on his body are entered in a book which is kept by the police authorities and also in the goals.

The Defendant made a statement that he had never been in the Colony before, the police had brought the case with the expectation of promotion. He had been imprisoned for three weeks, six or seven years ago in Hongkong goal for having some contraband opium.

His Lordship pointed out that if a prisoner pleads guilty a Magistrate can deal with the case. The scarcity of cases coming to the Supreme Court shows how carefully they are dealt with at the lower Court. The order of banishment was made necessary by the peculiar position that Hongkong held in a great empire like China to protect herself from all the bad characters who would otherwise swarm to the Colony, especially if there was a severe mandarin in any of the neighbouring cities. His Lordship then gave a resumé of the forgoing evidence, and pointed out the defects in the prisoner's statement.

The Jury returned a verdict of guilty.

Sentenced to imprisonment with hard labour for twelve calendar months.

RAPE.

The Hon. H. E. Pollock in opening the case said This was a case in which Chan Yan was charged on two counts, one the rape, and the other of defilement of one Chan Tai Tai an unmarried girl, between the ages of 15 and 16. If the jury found that the prisoner had carnal connection then he would be guilty of rape, but if the complainant in any way consented then he would be guilty under the second count. The learned Counsel then went on to describe the evidence that would be produced and said Chan Tai Tai was betrothed to one Chuen Yuen and lived with his mother near Kowloon City. She was 14 years of age Chinese reckoning, which was, in English about 13 years 7 months. The prisoner when charged before the Police Sergeant at the Central Station had denied the charge, and had also done so at the Magistracy. It was the jury's business to decide whether he was the man.

Chan Tai Tai on being called gave evidence of the assault, details of which are not fit for publication.

The case was resumed at 2.20 p.m. (the court being delayed five minutes through the absence of one of the jurors).

Sergt. Wright stationed at Kowloon City said complainant, accompanied by her mother-in-law, came on the 25th to make a complaint. At the top of Market Street outside of the walled City, she pointed out the prisoner who was sitting outside the Choi Kok Shop. He arrested prisoner. He had had Choi Kok the mistress of the shop up at the Police Court but further evidence was required. Complainant had had no difficulty in pointing out the man, showing no hesitation. Complainant would not have to pass the Choi Kok Shop to go from the house to the spot where the assault was committed.

Wong Tuk, inspector of police proved the case, and gave corroborative evidence, adding that the prisoner when arrested said it is not a case of rape, but only.

Chang Pui, Officer in charge of the Central Station produced the charge sheet and evidence taken before the Police Magistrate. Prisoner when charged denied the charge, but when told that he would be remanded for a week he said he would plead guilty.

Mr. Francis said he would call no evidence.

His Lordship said he would not sum up the case, but would leave it to the jury to say whether they believed the evidence of the complainant or not.

The jury retired at 3.15 p.m. and returned at 3.30 p.m. with a verdict of guilty.

Sentenced to imprisonment with hard labour for two years.

Sergt. Wright said that defendant said he was a boiler maker and had lately worked at Hong Hom.

His Lordship then explained to prisoner that the law allowed him to enter the witness box and give evidence on his own behalf on the second count or, if he preferred, he could make a statement. The prisoner elected to make the following statement. I was taken ill on 29th April last at Hong Hom. I am a boiler maker by trade. As I was ill I was unable to attend to my work. Prisoner then described his complaints. I went to Kowloon to get a doctor and lived in a house next to the Choi Hok shop. On June 25th I saw a Police Sergeant, Chinese detective, Iukong and complainant's mother-in-law while I was sitting at the Choi Hok shop. The police sergeant passed me. The Chinese detective named Chung-Man called the police sergeant to return and at the same time asked complainant if I was the man. The girl said "I think so" then the sergeant arrested me. I cautioned the complainant not to make a mistake in identity. I was then taken to the police station where Kan Kue came, having been fetched by the police. The Police asked Kan Kue if she was present at the time of the assault. She said she was not present, but had seen complainant crying. When asked by Chung Man if she could identify the man who had committed the assault, she said was not quite able to do so. She was asked how far she was off when she saw complainant crying. She said about 24 feet. The Police asked Kan Kue whether I was following after the girl. She said Yes. This was on the 25th. When at Hongkong I was taken before Deputy Superintendant of Police, Mr. Baddeley, who investigated the case. Prisoner then gave a long account of the proceedings before the Deputy Superintendant. Defendant, continuing, asked if it were possible for a man suffering from such a complaint to commit such a crime. I had no money so how could, I have given her any? If I had committed the crime I should not have stopped at the Choi Hok shop but would have run away. The girl used to go out everyday to look for the man who had assaulted her. The charge has been manufactured up by the people living around there. There were farm labourers working in the fields where the assault was alleged to have taken place. How is it not one of them has come forward? Prisoner had no witnesses to call for his defence. His Lordship then summed up pointing out to the jury the points for and against the prisoner.

The jury after a few moments consideration brought in a verdict of "not guilty" of rape but "guilty" on the second count. His Lordship in sentencing the prisoner told him it was a cowardly assault and perhaps the results would be most disastrous to the girl. He would be imprisoned for 2 years with hard labour.

PALACE INTRIGUES.

No especially exciting news has reached us from Peking since last week, but there is ample evidence to show that one of the well-known Palace intrigues, and bloodless struggles for supremacy is once more in full swing. Four figures stand out prominently as the principal actors in the drama or farce, whichever it may prove to be; the Empress Dowager, Prince Ching, Jung Lu, and Li Hung-chang, each with a retinue of supporters who do their almost to swell the confusion and create a net-work of minor intrigues. The Empress is divided now between a lurking desire to support Jung Lu, who represents to a great extent a police which she secretly favours; and to prevent his increasing a power which she fears is being gradually directed against herself. In this connection she finds Prince Chin eminently useful, as he can bring the convenient qualification of a Prince of the Blood to bear against Jung Lu's rank of mere minister. At the same time the Empress Dowager is bound to retain her hold upon Li Hung-chang as he remains the only statesman capable of competently working with Russia. However ambitious Jung Lu may be, he is as devoid of understanding as a baby when it comes to dealing with foreigners, and he is too genuinely conservative in his hatred of Westerners and all that pertains to them, to be of the slightest use to the old lady in her foreign negotiations. Prince Ching is by force of circumstances and ignorance no better, as the royal statesman only saw a railway train for the first time one day last week. Hence all the private negotiations which have been conducted between the Empress Dowager and the Russian minister anent the threatened railway to Peking, have been conducted through Li Hung-chang. Li Hung-chang's star of ambition and self-seeking has set. The part he still plays in Palace politics is the natural result of past achievements rather than preparatory to future ones. Three years ago a fiercer element might have been introduced into such a struggle as that now taking place, by some actively ambitious designs on Li's part. But though Chinese officials die hard, and cling to power and profit with their last gasp, we believe Li Hung-chang at the present time is doing little beyond fulfilling the anxious behests of his Imperial mistress. He has reached an age which comes even to some Chinese, when the scramble for self-aggrandizement becomes unbearable, and if he still struggles and plots it is probably more with the object of settling old scores, or advancing the interests of his family rather than himself. With all his faults, and he has shown himself possessed of all the exasperating and least commendable qualities of a Chinaman, Li's monopoly of power was a very different thing, from a foreign point of view, to Jung Lu's, and much as we may have at times wished to see the G.O.M.'s plans thwarted, there is probably far greater reason for us to desire now the entire extinction of Jung Lu's. The Generalissimo is undoubtedly an element of very grave mischief in Peking, and the Empress Dowager's astuteness has already opened her eyes to the fact, and there may be an undercurrent of truth in the report that in her desire to curtail his increasing power she is pretending to face round towards Kang Yu-wei and his reform schemes. Not only has she caused as many of Kang Yu-wei's writings as can be procured to be brought to her, but she is alleged to have studied them, pronounced them "very good," and ordered them to be placed on sale again. The *volte face* is a very thin device. Circumstances have rather rather rushed the Empress Dowager this time, and she has not been able to make this change of front with sufficient deliberation to give it dignity and impressiveness. Not even those who have always maintained that the Dowager's principles were progressive can uphold the inconsistency of her policy. When she apparently dealt Reform a death blow, after the *coup d'etat* and nailed its ashes in a coffin, it was argued that she was actuated by the conviction that the method of the proposed reforms was vicious and nationally harmful. She then examined Kang Yu-wei's writings and found them very bad indeed; and she examined Kang Yu-wei's associates and killed them. It was not reform to which she was opposed, but Kang Yu-wei's mad methods. This was the argument (what do these supporters say now?) They must admit, what astute minds saw before, that it is adherence to neither reform nor conservatism in principle which rules Empress favours, but personal power, personal safety and comfort, and she will stick at nothing which can secure her these. But unlikely though she can resume [illegible]

FATAL ACCIDENT ON THE "GLENTURRET."

A fatal accident, says the *N.C. Daily News* of 14th inst., occurred on board of the steamer *Glenturret* below the Tungsha Lightship at 1 p.m. on Tuesday, whilst *en route* from London to this port. Without any warning a 6in. steam pipe, connecting one of the boilers to the main steam pipe, burst and scalded to death two Chinese firemen and severely injured a third. The rent which is close to the brating is nearly two feet in length and considering all the engineers were below at the time it is a marvel how they escaped. It was impossible to shut the steam off at the boiler so the vessel was brought to an anchor, and nothing could be done until the whole had escaped. Unfortunately the [illegible] served with wire, a process [illegible] to the high pressures [illegible] engines, become [illegible] greatly strengthened [illegible] considerable [illegible] of steam, [illegible] of escape. The following [illegible] steam from the remaining [illegible] stance of Woosung, [illegible] prompt[illegible] treatment. [illegible] Messrs Boyd & Co., who have the [illegible] pipe.

IMPERIAL DECREES.

11th July.

AN INTERCHANGE OF POSTS.

(1) Ex Ch'uan-lin, Governor of Kuangtung, is hereby transferred to the Governorship of Kiangsu, and Te Shou (Manchu) Governor of Kiangsu, is appointed to Kuangtung. They are to proceed at once to their several posts and are hereby excused from coming to Peking for the usual audiences.

(2) Cho Ha-pu (Manchu), Tartar General of Ninghsia, Kansu, is hereby transferred to the Tartar Generalship of Chêngtu, Szechuan, *vice* Yü Hsiang, resigned, and Hsi Chên is appointed to Ninghsia to take Cho Ha-pu's place.—*N. C. D. News.*

THE TYPHOON IN JAPAN.

The storm which commenced on Friday night or Saturday morning and which continued to an early hour this morning says the *Kobe Chronicle* of 10th instant, appears to have done little damage.

Yesterday evening about 6 o'clock some fear was expressed that the western bank of the Minatogawa at the point below the Egeyama where some damage was done last month, would give way, as the water had risen four feet. The Hyogo and Aioibashi Police were called out and with the assistance of a number of coolies precautionary measures were taken to prevent an outburst.

A telegram from Nagasaki dispatched on Sunday states that a tidal wave has been experienced at Kagoshima, but no particulars are to hand.

A telegram from Himeji of the same date states that the Sanyo line has been damaged by the waves between Fujiu and Obatake (Suwo province) and that traffic has been suspended.

A Nagasaki dispatch of the 8th inst. reports an interruption in the telegraph communication to Tokyo, Kagoshima and Karatsu, owing to the telegraph posts having been blown down in the storm which set in on the 7th inst.

At Ujina the tide is reported to have risen 15 feet. At Oita rain has been falling from the 4th inst., and the gale began on the night of the 7th. All the rivers are swollen and considerable damage has been done to houses and crops.

A report issued by the Central Meteorological Observatory, Tokyo, on Saturday, states that the centre of the low pressure area passed east of Nawa Luchu, at 11 p.m. on the 6th, and advanced north-eastward at a speed of some 12 miles per hour, reaching the vicinity of Nase at 2 p.m. on the 7th and Tanegashima (an island off Kagoshima) at 6 a.m. on the 8th. At Nowa, Nase, Kagoshima, Nagasaki and Sasebo, the wind attained a force of between 15 and 28 metres per second, and at Miyasaki, Shimonoseki, Tadotsu, Osaka, and Tsu, which are further away from the centre of the disturbance, a force of between 10 and 15 metres per second was reached, with a tendency to still further increase.

Telegraph communication to Luchu, Satsuma, Nagasaki, Hongkong, and Kumamoto was interrupted on Saturday.

PRINCE HENRY'S VISIT TO KOBE.

THE DEATH OF THE TSAREVICH.

FESTIVITIES ABANDONED.

KOBE, July 12th.

The German flag-ship *Deutschland*, with H.R.H. Prince Henry on board, arrived in port yesterday evening about six o'clock. Mr. F. Thiel, H.I.G.M's Acting Consul, at once went on board, accompanied by Mr. Nagasaki, the master of ceremonies, Governor Ohmori and other of the Japanese authorities, to receive the Prince. Mr. Thiel had dinner with his Royal Highness, and informed him of the sad news of the death of the Tsarevich, which had just reached Kobe. The Prince at once expressed his opinion that under these circumstances it would be impossible for him to join in any public festivities on the occasion of his visit here. He desired Mr. Thiel to convey to the German community his deep regret at the disappointment that would be felt after so many arrangements had been made, but owing to family ties—the Emperor of Russia being his brother-in-law—it was impossible for him at such a time to take part in any festivities.

The Prince was to land at the hatoba at nine o'clock this morning, where the Consular Body and the elected members of the Municipal Council, together with the deputation representing the German community, were to be presented to his Royal Highness by Mr. Thiel, while the Japanese authorities were to be presented by Mr. Nagasaki, master of the ceremonies. He proceeds to Kyoto by the 9.50 a.m. train, and will return to Kobe late on the 15th inst.

As on account of the death of the Tsarevich the Prince will not be able to attend any big festival, the picnic at Suma as well as the Venetian Night on the Recreation Ground will have to be abandoned. His Royal Highness will only be able to accept the invitation of the German Club to dinner, but no official character will be made, and [illegible] The Prince is anxious that the [illegible] should understand the deep regret he feels that circumstances should have to be offered to alter the arrangements made, but it is impossible for him to take any other course.

Prince Henry leaves Kobe early on the morning of the 17th inst.—*K. Chronicle.*

THE FAR EAST IN PARLIAMENT.

On June 9th, the debate on China lasted over five hours. The following is the summary from the *Times*:—

Sir C. Dilke criticised the policy of the Government in the Far East with some severity. He maintained that the recent arrangement with Russia left matters pretty much where they were before, and blamed the Government for following two more or less irreconcilable policies—namely, the policy of the integrity of China and the policy of spheres of influence. Alluding to the rapid growth of Russian influence at Peking, he affirmed that it proved the folly of the pretence that the British Government had provided successfully for the difficulties of the future by the occupation of Weihai-wei. Referring to the suggestion that we should adopt a policy of alliance with other Powers interested in Chinese trade, he expressed great doubt whether an active alliance was feasible, and stated that we ought rather to depend upon our own strength and foresight.

Lord C. Beresford, explaining his views on the subject of China, described the problem which we had to face as that of securing and developing our trade by peaceful means. To solve this problem the Government, he declared, were doing little or nothing. Of the policy of spheres of influence he expressed great disapproval, for he held that it would be injurious to trade, and might result in the end in a military occupation of part of China, which no one here could desire, our Empire being already large enough. The policy which he favoured was that of the open door, which Russian diplomacy was closing. He advocated a system under which the Chinese army would be officered by Europeans, and, turning to the consideration of the last agreement with Russia, he blamed the Government for not obtaining an undertaking that preferential railway rates would not be granted by Russia to the disadvantage of British trade. He commented severely on the proposal that Russia should be allowed to make a railway to Peking, observing that this plan, if carried out, would enable that Power to exercise a paramount influence over the Chinese Government. He adjured Her Majesty's Ministers to take up a firm position, and to discard the policy of drifting, which might eventually lead to war. He advocated an alliance between the four countries chiefly concerned in the Far Eastern trade—namely, Great Britain, America, Japan, and Germany—and, describing the present situation in China, he denied that that country was as effete as some supposed, and asserted that the Chinese would make splendid soldiers if they were taken in hand by European officers.

Mr. Brodrick, after alluding in a humorous vein to some of the incidents of Lord C. Beresford's visit to China, contended that what the noble lord desired to accomplish was nothing less than a complete change in the system of government in China. For us, he said, to undertake to set right all the administrative abuses which the noble lord had mentioned in his recently published book would be to undertake an almost impossible task; and to the suggestion that we should make the attempt in conjunction with other Powers he replied by stating that the necessary co-operation would be very difficult to secure, the views of different nations being divergent. Answering what had been said as to the failure of the policy of the "open door," he declared that up to this moment the provisions of the Treaty of Tientsin had been observed, and that trade was able to go where it could go before. No door, therefore, had yet been closed. The right hon. gentleman then stated what the Government had done in the last 18 months. They had held China to her undertaking not to alienate any of the provinces in the Yangtsze basin to any other Power, and, although they were not prepared to undertake to "police" Inland Territory, they had made arrangements for cruisers and gunboats to patrol the river for the protection of British trade, it being an essential part of the policy of the Government that the interests of our trade in the Yangtsze region should be assured. The Government desired that an adequate share of railway and mining concessions should fall to British investors, and that by means of transit passes trade should be freed from undue taxation and be exempted from likin. They were also arranging for the opening of inland waters and ports which were not treaty ports to trade. In regard to the last of these points the Government recognised that the control of the Yamen did not appear to be sufficient to give full protection to traders; and, while they did not intend to undertake the responsibilities of internal government for China, they would not allow our commercial interests to suffer. They intended to hold the Chinese Government to their undertaking to permit the extension of the Burma railway into Yunnan. They regarded the improvement of the gorges of the Yangtsze as a question for British engineers, and experiments were shortly to be tried. These steps he called precautionary measures in the interests of British merchants. He denied that the Government had abandoned the policy of the open door, and the agreement with Russia, as expanded, he regarded as valuable in itself and as a happy augury for the future. In their dealings with other Powers the Government desired to come to fair and just arrangements and to lay aside the policy of distrust. Coming to the question of the proposed Russian railway to Peking he said that, while the Government were disposed to welcome the construction of any railway which was likely to open up China to general trade, it would be difficult for them to acquiesce in an arrangement which might result in giving to a particular Power a dominating influence at Peking. Such a state of things would be likely to precipitate the breaking up of China, for if the Chinese at Peking were dominated by one Power other Powers would be tempted to turn their spheres of influence into spheres of sovereignty. Having described the difficulties which the Government had to face, and explained that there must be delay before they could accomplish all that they desired, he declared that there was no reason for impatience, and certainly none for despair.

Sir [illegible] congratulated Mr. Brodrick on his definite and businesslike statement. The right hon. gentleman, he said, had laid down in set terms the principle of the independence of the Government at Peking, and he assumed that the Government would be ready to give advice and even to lend *personnel* to the Chinese Government if they should ask for such aid and could show that they were prepared to make a fair use of it. Mentioning, with approval, the agreement with Russia, he pointed out that now if there should be trouble it would be trouble deliberately caused by one of the two parties. A policy of frank communication was far safer than a drifting policy. He trusted that both Russia and this country would take care that in future the acts of their agents at Peking corresponded in the letter and the spirit with the views of the Governments which they represented. He recognized willingly that the Government, who had lost valuable opportunities in the past, had recently taken some decisive action, but he pointed out that this action had not always been the result of clearness of thought.

Sir E. Sassoon regretted that the boundaries of the Yangtsze Valley had not yet been defined with exactitude. Mr. Joseph Walton contrasted the weak and vacillating action of this country with the vigorous proceedings of other Powers, and the debate was continued by Mr. Bill, Mr. Mardona, Mr. Moon, Mr. Harwood, Mr. Provand, and Earl Percy, who, while admitting that the policy followed by the Government was the only practical policy for them to pursue, thought it might be supplemented advantageously by steps which, if taken now, would prevent misunderstanding and conflict in the future. Mr. Yerburgh urged the Government to provide for the reorganization of the Chinese forces in the Yangtsze Valley by British representatives; Mr. Labouchere approved generally of the policy of Her Majesty's Ministers, and especially of the agreement with Russia, and speeches were also delivered on the same subject by Mr. Keswick and Mr. Barlow.

Mr. Keswick said it appeared to him that to give effect to the views of the noble lord, the member for York, it would be absolutely necessary for Great Britain to establish a protectorate over China. He did not believe they were prepared to take that responsibility, and therefore they had to fall back on what was possible and practical. The Government he believed, could not have done more than they had done without producing a serious condition of things that that House in all probability would not have approved. (Hear, hear.) He trusted it might be possible for the Government, by convention with the other Powers, to arrange for the universal observance of the Treaty of Tientsin. It was the observance over the whole of China of the tariff provided by that treaty that he regarded as the "open door." (Hear, hear.) Our trade in China was vast and capable of immense extension. The efforts of the Government in opening treaty ports and the waterways of China had done a great deal for the promotion of British interests, and he believed that, although the opening up of the inland waterways had been so far unsuccessful in the sense that the Customs arrangements had not been satisfactory from the very fact that these ports were recognized as treaty ports, we should surely have every confidence that our Ministers and Sir R. Hart, at the head of the Customs, would be able to make regulations suitable for the extension of what was intended by the opening of these ports. The future of China was, of course, speculative, but he feared that events were going so fast that it would be very difficult to maintain our authority if we could do it otherwise than by the united feeling of the whole of this country in support of the Government. (Hear, hear.) There ought in this matter to be no party feeling, but entire devotion to the best interests of commerce in China. If we could avoid taking territory he hoped it would be avoided. But he feared it would not be, because we must protect our interests. But possibly this might be done without acquisition of territory. (Cheers.)

P. & O. COMPANY.

THE HALF YEARLY MEETING.

Sir Thomas Sutherland presided on the 13th ult. over the 117th half yearly meeting of the P. & O. S. N. Co. In moving the adoption of the report, he said there were no accounts to be submitted on that occasion, but, so far, the working result showed a considerable advance over the figures at the corresponding period of 1898, which was an exceedingly good year. It was very satisfactory to him to be able to make that statement, because in such an extensive business as theirs every department was by no means *couleur de rose*. The Australian trade had not progressed to the extent that was expected at one time, but, in view of all the circumstances, this was not altogether astonishing. Another department in which the company had felt something of a hiatus was that of the transport of specie. The export business from China and Japan, too, was somewhat disappointing, more especially the export intercolonial business, for while the company was obliged to despatch a good many steamships from Bombay to China and Japan, which generally obtained full cargoes, the vessels on their return voyage reached Bombay one-half or two-thirds empty on an average. Putting aside these disadvantages, on the whole the trade of the company had been all round of a favourable character. The board's feelings of satisfaction with the prosperous condition of the company's affairs were only chastened by one fact—namely, that the coal bill this year would show an increase of £100,000 over that of last year, and of £150,000 over that of 1897. He was disposed, however, to believe that next year there would be a fall in the cost of their Eastern coal supply, and a decline also in the rate of freight. As to the company's fleet, he had nothing to say that was not satisfactory. He had just returned from Belfast, where he had seen the *China* safely in dock for the purpose of being repaired, and he had no hesitation in saying, after viewing the condition of the ship, that the way in which it was salvaged was one of the most wonderful examples of salvage on record. The amount paid to the salvors was £57,000, and to that amount would have to be added the expenses incurred by the company in connection with the stranding of the vessel, and also the cost of repairs. The alternative would have been to abandon the *China* and to have written off, with one stroke of the pen, £250,000 from the reserve fund. But, apart from the question of finance, the Board considered that it was to the honour and credit of the company that the ship should be saved. Speaking of the second inquiry instituted by the Board of Trade, he said that it resulted in proving that the allegations and innuendoes brought against the officers and men concerned were absolutely without foundation. The board had also thought it right to ask for additional borrowing powers although they might not be used immediately. The company was not in want of money at the present time, but the new powers had been applied for and obtained entirely on general grounds as a matter of simple precaution, and to enable the directors, further than had already been done, to fortify the company's position should important eventualities arise. In the event of the powers being used the stock issued would form a second stock, ranking after the debenture stock of £800,000 at present in existence. The report was adopted and the proposed interim dividends, at the rate of 5 per cent. on the preferred and 7 per cent. on the deferred stock, were confirmed.

SHIPPING REPORTS.

Captain Kirchner, of the steamship *Hohenzollern*, from Yokohama, reports:—Left Yokohama on the 7th of July at 10 a.m. and arrived at Kobe on the 10th at 7 p.m. Had during the voyage gale from S.E. to S., thick with rain. Left Kobe on the 12th at 8 p.m. and arrived at Nagasaki on the 14th at 7 a.m. Fine weather during the voyage. Left Nagasaki on the 14th at 8 p.m. Passed [illegible] at 1 p.m. and [illegible] at 1.15 p.m. Brother [illegible] 7th at 1 p.m. and arrived at Hongkong [illegible] 18th at 7.30 a.m. Got during the [illegible] Nagasaki, calm and fine weather [illegible] part S.W. monsoon and fine weather.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.738
Thermometer	81.6
Humidity	83.0
Rainfall	14.210

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.60	29.50
Temperature	86	89
Humidity	79	70
Rainfall	—	—

TO-DAY.

Tuesday, 18th July, 1899.

Chinese—*11th of 6th moon of 25th year of Kwang-sü.*

Sun—*Rises*	5hr. 26min.
Sets	6hr. 53min.
High water—*Morning*	3hr. 44min.
Afternoon	5hr. 32min.
Low water—*Morning*	1hr. 5min.
Afternoon	9hr. 8min.

ANNIVERSARIES.

1842—The Imperial Canal blockaded by the British fleet.
1872—Attempted assassination of the King and Queen of Spain.
1876—Loan Art Exhibition held in the City Hall, Hongkong.
1880—Earthquake in Manila; 10 lives lost and much damage done.
1885—Additional Article to the Chefoo Convention signed in London.
1898—United States formally annex Hawaii.

TO-MORROW.

Wednesday, 19th July, 1899.

Chinese—*12th of 6th moon of 25th year of Kwang-sü.*

Sun—*Rises*	5hr. 26min.
Sets	6hr. 54min.
High water—*Morning*	4hr. 38min.
Afternoon	7hr. 14min.
Low water—*Afternoon*	2hr. 56min.
Afternoon	10hr. 16min.

ANNIVERSARIES.

1864—Nanking captured by the Imperialists.
1873—Bishop Wilberforce died.
1875—Bronze cents first issued in Hongkong.
1881—Ratification of the new Treaties of Commerce at Peking.
1891—Typhoon in Hongkong; H.M.S. *Tweed* driven ashore.
1897—Suicide of Lieut. Heygate of H.M.S. *Algerine* at Shanghai.

AGENDA.

TO-DAY.

Transfer Books of the Hongkong Canton and Macao Steamboat Co. closed till 31st inst.

Transfer Books of the Hongkong Ice Co. closed till 26th inst.

TO-MORROW.

N. D. L. s.s. *Bayern* sails for Europe.

Noon.—C. P. R. s.s. *Empress of Japan* sails for Victoria B.C.

3 p.m.—General Meeting of the Hongkong and Whampoa Dock Co. Ld.

THURSDAY, 20th.

Cargo ex *Sikh* subject to rent.

C. & O. s.s. *Carmarthenshire* sails for San Francisco.

SATURDAY, 22nd.

Transfer Books of the Hongkong Land Investment Co. Ld. closed till 25th inst.

Noon.—P. & O. s.s. *Ballaarat* sails for Europe.

N. P. s.s. *Monmouthshire* sails for Portland Or.

R.W.F. Gymkhana at Happy Valley.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Tacoma (*Tacoma*) to-morrow.
English (*Parramatta*) 21st.
Indian (*Chelydra*) 21st inst.
German (*Prinz Heinrich*) 25th inst.
Canadian (*Empress of China*) 2nd prox.
American (*City of Rio de Janeiro*) 4th prox.
American (*Nippon Maru*) 6th prox.
American (*Coptic*) 13th prox.

* * *

The steamship *Benvenue* from Antwerp and London, left Singapore yesterday for this port.

* * *

The C. & O. S. S. Co.'s *Carmarthenshire* from San Diego U.S.A. etc. may be expected here on or about Sunday 23rd instant.

* * *

The O. & O. S. S. Co.'s steamer *Coptic* with mails &c. left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 14th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
H.M.S. *Hart*	"	"	"
H.M.S. *Grafton*	"	"	"
Holstein	"	"	"
Hailoong	"	"	"
Agnes	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Stanfield	"	Aberdeen	"

PASSED THE CANAL.

Outward—23rd June—*Benvenue*. 27th June—*Necdles*. 30th June—*Formosa, Trieste, Alesia, Kronberg*. 4th July—*Pilgrim, Saratov*. 7th July—*Ernest Simons, Bisagno*. 11th July—*Rennohr, Kherson, Saxonia*. 14th July—*Canlon, Pyrrhus, Salazie, Pisa, Stolberg*.

Homeward—14th July—*Laos*.

Shipping.

Arrivals.

CLARA, German steamer, 675, A. Hansen, 17th July,—Haiphong and Hoihow 16th July, General.—Jebsen & Co.

MORAVIA, Austrian steamer, 2268, Calabrese, 18th July,—Singapore 12th July, General.—Sander, Wielef & Co.

BAYERN, German steamer, 5034, E. Prehn, 18th July,—Shanghai 15th July, Mails and General.—Melchers & Co.

HOHENZOLLERN, German steamer, 2039, [illegible]chner, 18th July,—Yokohama 7th July, [illegible]th, and Nagasaki 14th, General.—[illegible]ers & Co.

HOILBAY, British steamer, 1,047, G. M. Montford, 18th July,—London 3rd June, and Singapore 12th July, General.—P. & O. S.S.N. Co.

INGRABAN, German steamer, 804, K. F. Meyer, 18th July,—Canton 17th July, General.—Meyer & Co.

TAIWAN, German steamer, 679, A. Rakow, 18th July,—Pakhoi 15th July, and Hoihow [illegible]th July, General.—Jebsen & Co.

Clearances at the Harbour Office.

Clara, German str., for Hoihow.
Pak Kong, British str., for Canton.
Taisang, British str., for Shanghai.
Indrapura, British str., for Singapore.
China, American str., for Shanghai.
Saikong, British str., for Samsui.

Departures.

July 18, *Zwolena*, British str., for Saigon.
July 18, *Haicking*, British str., for Swatow.
July 18, *China*, American str., for San Francisco.
July 18, *Indrani*, British str., for Shanghai.
July 18, *Wittenberg*, Ger. str., for Yokohama.
July 18, *Hermes*, Norwegian str., for Tientsin.
July 18, *Oopack*, British str., for Shanghai.
July 18, *Taisang*, British str., for Shanghai.
July 18, *Pakhoi*, British str., for Canton.
July 18, *Kachidate Maru*, Japanese str., for Kutchinotzu.

Passengers Arrived.

Per *Moravia*, from Singapore—150 Chinese.
Per *Hohenzollern*, from Japan—Messrs. P. A. Slawna, H. Seicke, G. Seitke, Miss Garrison, Capt. A. J. Jackson, W. Grant, H. Green, White, Goniness, Jensen, Boeckelmann, Kruse, Widdecke, and 2 Chinese.
Per *Bombay*, from London for Hongkong—Mr. J. Squires. For Shanghai—Messrs. W. L. Gerrid, T. S. Gwyer, and G. S. Lindsay. For Yokohama—Mr. R. Bodden. From Singapore for Hongkong—Conde de Gruna Fernandes, and Mr. and Mrs L. Fernandes.
Per *Bayern*, from Shanghai—Messrs. T. L. Rodgers, P. Private, H. Gadelins, V. Röhr, Gamaus, T. Huchting, Assessor Günther, T. A. M. Tehenny, Misses E. Colombo, Fmnsini, C. Thiel, Caneva, T. Vogt, E. G. Bunn, A. Greenwood, Kampmeier, J. G. Treyen, A. H. Bowie, H. Wendelin, and G. Arndt.

Departures.

Per *China*, for Shanghai—Mrs. H. George and Mr. and Mrs. W. Mitchell. For Nagasaki—Mr. H. Alexander. For Kobe—Mr. and Mrs. C. L. Gorham. For Yokohama—Mrs. C. W. Vance, Mrs. A. Forrest, Rev. H. A. Kemp, Mr. E. Ross, Mrs. W. H. Avery, and Mr. P. de Benedetta. For San Francisco—Mr. E. N. Ross, Comdr. Blocklinger, Mr. Wong Chung, Miss Wong Tuk, Col. and Mrs. Van Valtz, U.S.A., Mrs. C. H. Reeves, Messrs. A. Seabury, Peter Peterson, Mr. J. H. Watson, Mrs. Yee Quoon, Mrs. Pang Ah Kee, Mrs. Chin See, Mr. Lee Yick, Master Lee Kum, Mrs. Lee Lew and infant, Mr. C. Von Dillenburger, and Mrs. E. P. Flores. For Seattle—Messrs. Wm. Toy and T. Donaghy. For New York—Miss Esther White. For Bremen—Mr. Brockelman. For Hamburg—Mr. Max. Leopold.

STEAMERS EXPECTED.

Names.	*From.*	*Date.*
Tacoma	Japan	To-morrow
Kinshiu Maru	Moji	To-morrow
Argyll	Singapore	To-morrow
Parramatta	Singapore	July 21st
Chelydra	Singapore	July 21st
Prinz Heinrich	Colombo	July 25th
Miike Maru	Bombay	July 31st
Empress of China	Vancouver	Aug. 2nd
Glenogle	Tacoma	Aug. 3rd
D. Balduino	Bombay	Aug. 3rd
City of Rio de Jan.	San Francisco	Aug. 4th
Chingwo	Singapore	Aug. 5th
Nippon Maru	San Francisco	Aug. 6th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Alesia	Havre, &c.	Aug. 31st
America Maru	San Francisco, &c.	Aug. 29th
Ballaarat	London, &c.	July 22nd
Bayern	Straits, &c.	July 19th
Bellerophon	Samarang, &c.	July 20th
Bengloe	London	July 20th
Bombay	Japan, &c.	July 19th
Carlisle City	San Diego, &c.	Aug. 15th
Carmarthenshire	San Diego, &c.	July 30th
China	San Francisco, &c.	Oct. 3rd
City of Peking	San Francisco, &c.	Sept. 7th
City of Rio	San Francisco, &c.	Aug. 12th
Columbia	Portland, &c.	Sept. 23rd
Coptic	San Francisco, &c.	Aug. 22nd
D. Balduino	Straits, &c.	Aug. 5th
Diomed	London, &c.	July 29th
Doric	San Francisco, &c.	July 26th
Ellen Rickmers	Havre, &c.	Aug. 8th
Emp. China	Vancouver, &c.	Aug. 9th
Emp. India	"	Aug. 30th
Emp. Japan	"	July 19th
Gaelic	San Francisco, &c.	Sept. 16th
Ghazee	New York, &c.	July 31st
Glengyle	London, &c.	July 22nd
Glenogle	Victoria, B.C.	Aug. 8th
Hongkong Maru	San Francisco, &c.	Sept. 23rd
Hyson	Singapore, &c.	July 20th
Kamakura Maru	Marseilles, &c.	July 27th
Kasuga Maru	Japan	July 27th
Kinshiu Maru	Seattle, &c.	July 27th
Kweiyang	Tientsin (Direct)	July 24th
Lennox	Victoria, B.C.	Aug. 18th
Maidzuru Maru	Swatow, &c.	July 23rd
Manila	London	Aug. 10th
Mogul	New York	On. desp.
Monmouthshire	Victoria, B.C.	July 22nd
Moravia	Shanghai, &c.	July 19th
Nanyang	Swatow	July 20th
Nippon Maru	San Francisco, &c.	Aug. 3rd
Olympia	Victoria, B.C.	Sept. 2nd
Pakhoi	Shanghai	July 20th
Parramatta	Shanghai	July 21st
Patroclus	London, &c.	July 20th
Pisa	New York, &c.	Sept. 15th
Preussen	Straits, &c.	Sept. 13th
Prinz Heinrich	Straits, &c.	Aug. 16th
Rosetta	Japan	July 22nd
Sachsen	Singapore, &c.	Oct. 11th
Silesia	Havre, &c.	Aug. 6th
Singhpore	Straits, &c.	Sept. 22nd
Socotra	London	July 30th
Sungkiang	Manila	July 23rd
Tacoma	Victoria, B.C.	July 29th
Tsinan	Port Darwin, &c.	July 24th
Thyria	San Diego, &c.	Sept. 15th
Victoria	Victoria, B.C.	Sept. 12th
Wakasa Maru	Yokohama	July 19th
Wittenberg	Havre, &c.	Aug. 7th
Yangtsze	New York, &c.	July 29th
Yawata Maru	Thursday Is., &c.	July 28th
Yuensang	Manila	July 20th

IF the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, as it is very palatable to the most sensitive stomach, easily digested, and far more powerful than the ordinary Cod Liver Oils. Any Chemist or Druggist can supply it. Scott & Bowne, Manufacturing Chemists, Foot of West 14th Street, New York.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU ..... J. B. Macmillan	YOKOHAMA (DIRECT).....	TO-MORROW, 19th July, at Noon.
KASUGA MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 27th July, at 4 P.M.
KAMAKURA MARU..... N. Trennt	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	THURSDAY, 27th July, at 4 P.M.
*KINSHIU MARU..... W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE and YOKOHAMA.	THURSDAY, 27th July, at 4 P.M.
YAWATA MARU..... A. E. Moses	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 28th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 18th July, 1899. [6

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA,
(DIRECT WITHOUT TRANSHIPMENT).
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*DOMENICO BALDUINO .....Canepa ..... 5th August.
*SINGAPORE.....Pizzarello ..... 2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,
Agents.

731a]

Dr. KNORR'S
ANTIPYRINE
patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.
(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhœa in 1 to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [34

Dr. OVERLACH'S
MIGRAININE
"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE.)
(1) Excellent results in *the severest cases of migrainine*, as well as in *headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.*
(2) The *best antipyretic*, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an *analeptic*.
☞ Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution,
Sole Manufacturers :—
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST o. M.
Literature of the above Preparations supplied gratis at request to medical men.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

IMPERIAL KWANGTUNG LOAN OF 1894.

PAYMENT OF INTEREST AND PART PRINCIPAL (EIGHTH PERIOD.)

NOTICE is hereby given that the Warrants for Interest on, and RE-PAYMENT of Part Principal of, the Bonds of the IMPERIAL KWANGTUNG LOAN OF 1894, will be ready for issue on the 17th July, 1899, at the Office of the IMPERIAL MARITIME CUSTOMS, Canton.

J. F. SCHOENICKE,
Commissioner of Customs.

Custom House,
Canton, 13th July, 1899. [910a

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.,
Hongkong, 28th May, 1895.

Notice of Firm.

NOTICE.

WE have authorised Mr. D. J. ELLIS to sign our FIRM, per procuration, during the temporary absence of Mr. A. J. DAVID from the Colony.

S/ J. DAVID & CO.

Hongkong, 17th July, 1899. [928a

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 19th July, 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 9th Aug., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Hongkong, 12th July, 1899. *Pedder's Street.* [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 3rd Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 29th Aug., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Sept, at Noon.

THE Steamship
"NIPPON MARU,"
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 3rd August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 15th July, 1899. [1310

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

H. BOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899. [12

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service.*) **HAMBURG-AMERIKA LINIE.** (*East Asiatic Service.*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
E. RICKMERS..... H. Jacobs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th August.	Freight.
*SILESIA..... Behrens.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 6th August.	Freight and Passage.
WITTENBERG ... Madsen.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 17th August.	Freight.
ALESIA..... Knuth	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 31st August.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON, TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmarthenshire.	2,929	about	July 30
Carlisle City.....	3,002	about	Aug. 15
Thyra.....	3,406	about	Sept. 15
Belgian King ...	3,379	about	Oct. 15

THE Steamship
"CARMARTHENSHIRE,"
will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 15th July, 1899. [1330

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Aug., at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 7th Sept., at Noon.
China. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 3rd Oct., at Noon.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO,"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 12th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 22nd July, 1899. [1330

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship
"BALLAARAT,"
Captain C. L. W. Feild, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 22nd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.
Hongkong, 8th July, 1899. [5

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Tacoma ...	2,811	A. Dixon.....	July 29
Glenogle...	3,756	R. D. Jones.....	Aug. 8.
Olympia...	2,837	J. Truebridge ..	Sept. 2.
Victoria...	3,502	J. Panton.....	Sept. 12

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire	2,874	W. A. Evans	July 25
Lennox	3,677	Williamson	Aug. 19
Columbia	2,976	N. Moncur	Sept. 23
Monmouthshire	2,874	W. A. Evans	Oct. 7.

THE attention of Passengers is directed to the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

Through Bills of Luding issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.
Hongkong, 8th July, 1899. [4

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE,
Elgin Street, Kowloon.
Hongkong, 3rd May, 1899. [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern.....	Wednesday	19th July.
Prinz Heinrich...	Wednesday	16th Aug.
Preussen	Wednesday	13th Sept.
Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.
König Albert.....	Wednesday	13th Dec.
Prinz Heinrich...	Wednesday	27th Dec.
Preussen	Wednesday	10th Jan.
Karlsruhe	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Hamburg	Wednesday	21st Feb.
Bayern.....	Wednesday	7th Mar.

ON WEDNESDAY, the 19th day of July, 1899, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 17th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 18th July. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.
Hongkong, 21st June, 1899. [818a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Wednesday, 26th July, at Daylight.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 22nd Aug. at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 16th Sept., at Noon.

THE Company's Steamship
"DORIC"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 26th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Passengers who have paid full fare re-embarking at San Francisco for China or Japan (or *Vice Versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 22nd July, 1899. [1330

BY THE AMERICAN MAIL.

(FROM OUR EXCHANGES.)

Cyclone in Nebraska.

OMAHA, June 13th.

The town of Herman, in Blair county, is to-night a mass of ruins. The catastrophe is the result of a tornado that swept down on the place this evening. Only two buildings remain standing, small buildings, and the public school, and buried in the ruins are most of the inhabitants. The dead number two score at least. It is feared that daylight will dawn on a still greater number of corpses. There is nothing but conjecture as to the number of wounded, but the last news indicates that hardly a person in the devastated town escaped uninjured.

The storm descended when most of the people were in their homes at the supper table. There was no warning. Destruction came almost with the speed of lightning. In an instant the prosperous and contented hamlet had been turned into a charnel-house. Whole families lay dead. Whole households had passed to eternity together. The force of the wind was such that scarcely one piece of any of the many structures destroyed was left intact.

The scene in the streets is appalling. Wrecked buildings and broken furniture, scarcely recognizable in its dilapidated condition, are strewn all around, while bodies lie in many places, the corpses badly disfigured, and some of them hardly recognizable. Herman is thirty-five miles from Omaha, and is situated on lowlands between the river and the bluffs which define the west bank of the Missouri river for miles. The census gives the town a popolation of 500, but it has grown to nearly twice that number. There were no large structures in the village, and not to exceed half of these were brick buildings. The schoolhouse was a frame structure, as were the churches.

The Alaskan Question.

WASHINGTON, June 10th.

Canada will have to back down from her demand for a free port at Pyramid harbour or any other point in Alaska. A Cabinet officer stated to-day that the President and Cabinet were a unit upon this point, and no amount of cajolery or offer of concessions elsewhere upon the part of the Dominion Government would suffice to change the stand the Administration has taken. If this Government had been willing to accede to Canada's demand the Alaska boundary would have been settled by the Joint High Commission last winter and probably also the Clayton-Bulwer treaty and the Eastern fisheries as well, for Canada seemed willing to give almost anything in reason, so much store does she set by the Alaska free port. It is said that at one time this Government offered to give British subjects equal privileges with Americans at some port of Alaska, but this being then rejected will not be renewed.

WASHINGTON, June 12th.

Washington is still waiting on London in the matter of a modus vivendi on the Alaskan boundary. It is said that the intimation has reached here that the Canadians, to whom the last American proposition was referred, have consented to its acceptance by the British Government, but officially nothing is known here of this. The contested point is trifling, involving a strip less than half a mile wide and bearing upon the tide water question.

OTTAWA (Ont.), June 12th.

Promoters of a half dozen Yukon railway schemes now before Parliament are grievously disappointed at the announcement of the Government's policy to stop the construction of railways into the gold fields pending the settlement of the Alaskan boundary dispute.

Premier Wilfrid Laurier to-day stated his position more fully than he had done in Parliament. He said: "While we do not object to any scheme to build a railway from waters that are without doubt in Canadian territory to the Yukon country, at the present time most of the charters asked for are to build a railway along the Dalton trail, that is, to say, from Pyramid harbour toward Dawson. At the present time Pyramid harbour is in the disputed territory. We claim the ownership of it, and they have at present practical possession of it, as they have of the Lynn canal.

"I believe it is so provided in the charters asked for that they would have to be supplemented by American legislation, and so we should be providing for railway communication from a harbour that is practically now in possession of the Americans toward Dawson. If we were to grant that we would only be complicating the question of determining the boundary between us and the Americans. If we were to grant the charter, under which, as I understand, $250,000 is already deposited, we would build up an American city at Pyramid harbour and make it all the more difficult to get back what we claim belongs to us—that is to say, establish the boundary where it ought to be.

"I think it is clear that Parliament acted with questionable wisdom when, in 1897, it granted a charter to the British Yukon Company, because the consequence is that we have contributed to the building up of Skagway, an American city, between which and Seattle there is a great and increasing trade. American interests have been established there, and are increasing all the time, and we have met, and are constantly meeting, and will constantly meet until this question is determined, the antagonism of powerful American interests to our contention for the settlement of the boundary.

"If it be determined by arbitration that the Lynn canal does belong to the Americans, then the policy of Canada will be to get across to the Yukon, not by the Lynn canal, but by building railways from the waters of the Yukon down to where there is indisputably Canadian coast waters. That is the view which we would adopt, to have a railway built, which would perhaps be longer, to Observatory, inlet, through the Cassiar district, the Atlin district and the Yukon district."

Floods in Texas.

SAN ANTONIO (Tex.), June 15th.

News has just been received here that the town of Brackett, about 120 miles west of San Antonio, is under ten feet of water. Four persons are missing and are supposed to have been drowned. A waterspout over that place has inundated the country for miles around. The Southern Pacific tracks for a number of miles west of Cline station are washed away and several bridges are wrecked. Many cattle have perished.

In Brackett the loss to property is heavy. The soldiers at Fort Clark are caring for the citizens and are dealing out Government rations.

AUSTIN (Tex.), June 15th.

The heaviest rains for many years fell yesterday throughout Southwest Texas. In several localities cloudbursts occurred, doing great damage to property. A cloudburst flooded the Rio Grande valley above and below the town of Laredo.

Samoa Commission's Work.

WASHINGTON, June 14th.

Secretary Hay has received a report by cable from Mr. Tripp, the United States Samoan Commissioner. Mr. Tripp reports the work of the commission is proceeding smoothly and satisfactorily. He has been elected President, and Mr. Morgan of New York, who went out as Mr. Tripp's private secretary, has been named as secretary. The report indicates that the work at Apia will soon be concluded.

American Models for Paris.

WASHINGTON, June 12th.

Ferdinand Peck, Commissioner-General of the United States to the French Exposition of 1900, called on Secretary Long and Assistant Secretary Allen at the Navy Department to-day, and requested that the models of American war ships that served in the war with Spain be included in the department's exhibit at Paris. A number of models will be sent, including the *Maine*, *Oregon* and *Olympia*. These warships in minlature are very handsome and constructed on a uniform. They are now on exhibition in the Navy Department corridors. They were displayed at Omaha, Atlanta and Nashville exhibitions. Peck is on a flying visit to the United States. He had an interview with President McKinley to-day.

Plan to Unite England and Ireland.

LONDON, June 12th.

At a largely attended meeting of peers, commoners, engineers and others held this evening in the House of Commons a resolution was adopted to address a petition to the First Lord of the Treasury, Arthur J. Balfour, relative to the projected tunnel between Ireland and England. The scheme is favoured on the ground that it would not only unite England and Ireland more closely, but tend to bring the United States and the United Kingdom into more intimate accord.

The proposed route is a distance of twenty-five miles under eighty-five fathoms of water, and the estimated cost of the undertaking is £12,000,000 ($120,000,000.)

Lynched by Coloured Men.

OCALA (Fla.) June 12th.

Two negroes were lynched at Dunnelon last night by a mob of their own colour. Some weeks ago Saturday the negro was captured and returned to Dunnelon, when, it is supposed, some negroes were employed to take him down the river and drown him. Sunday evening the laborers of the Dunnelon phosphate mine organized to mete out similar justice to those implicated. They succeeded in lynching two of the men, and were only prevented from lynching others by Sheriff Nugent and an armed posse, who went down on a special train from Ocala.

Anxious to Settle in Cuba.

CHICAGO, June 11th.

A special to the *Chronicle* from Omaha, Neb., says: Paul Vandervoort has received a letter from President McKinley, acknowledging the receipt of his letter offering to take to Cuba a great colony of old soldiers of both the blue and the gray, whose presence shall be a guarantee against the outlawry practiced by some of the Cuban hands. Mr. Vandervoort is receiving hundreds of letters daily from persons in all parts of the country who are anxious to accompany the expedition.

Mr. Vandervoort was formerly commander-in-chief of the Grand Army of the Republic. He says the colonists will go in the fall, whether the movement has the sanction of the Government or not, merely as a private affair. The West and South seem to be the largest contributors to the scheme.

Sailed to the Wrong Port.

PORT TOWNSEND (Wash.), June 11th.

Captain Fretwurst of the British bark *Natuna*, which arrived at Port Angelos this morning, has made a costly mistake, owing to a similarity of names. The *Natuna* sailed from Antwerp December 22nd with a cargo consigned to W. R. Grace & Co., Port Los Angelos. The captain evidently, after leaving port, on locating his destination on the chart, picked out Port Angelos instead of Port Los Angeles, and sailed for that place, not realizing his mistake until he attempted to enter his vessel at the Custom-house, when he found that he had sailed 1200 miles north of his destination. A portion of the cargo is for Portland, Or.

Harveyized Steel for new Vessels.

WASHINGTON, June 15th.

Rear-Admiral O'Neill, Chief of the Bureau of Ordnance, has received replies from the Carnegie Steel Company and the Bethlehem Iron Works to his letter asking them if they would agree to furnish all the armour for the four monitors, the *Arkansas Connecticut Florida* and *Wyoming*, and diagonal plates for the battle-ships *Ohio*, *Missouri* and *Maine* at $400 a ton. Both companies accepted the proposition of Admiral O'Neill, and will send representatives to Washington in a few days to discuss with him the character of the test which the Government will impose as a condition to accepting the armour.

Owing to the failure of the Navy Department to receive any bids for furnishing armour for these vessels, to be treated by the improved Krupp process, within the limit of cost prescribed by Congress, it was decided to endeavour to secure Harveyized armour at $400 a ton. The acceptance of Admiral O'Neill's proposition by the two armour companies practically insures the completion of the monitors and a continuance of work on the battle-ships named without any delay. It is understood that the conditions which the department will impose in regard to tests of this armour will be very rigid.

Telescope for Use in War.

PITTSBURG, June 15th.

Professor Reginald A. Fessenden of the Western University of Pennsylvania has invented a telescope that will lessen the effect of smokeless powder in warfare by locating the flash when the powder is discharged. The War Department has taken the matter up and a test of the telescope will shortly be made before an examining board at Washington.

A Rich Find.

NEW YORK, June 14th.

A special to the *Sun* from Athens say: The Greek divers who are working on the wreck of the Russian flagship which was sunk in Grecian waters in 1770 say that the hulk of the vessel is literally filled with gold and silver coins.

The attention of the divers was directed to the gold coins, of which £11,000 has already been recovered, and the sum is being largely added to every day. The divers say that the bottom of the sea about the wreck is heaped with silver pieces of the size of a dollar, together with jewels, swords and other articles of value.

Liquid Air Fakers.

The California farmer is to have the benefit of the dearly bought experience of the Eastern farmer in dealing with the liquid air faker. The modus operandi of the liquid air confidence operator is to go to the farmer and represent to him the vast amount of power that can be obtained from liquid air at a nominal cost. The liquid is produced by the application of extreme cold, and the farmer is told that the power generated from expansion caused by the heat radiated from outside objects will cause the air to expand, and generate a vast amount of power without the cost of fuel. There is an able exposition of the liquid air fallacies in the last issue of the *Weather Review*, which will be freely circulated throughout the State.

The annual report covering the general climatic and crop conditions of 1898 for the California section, in all twenty-four pages, will be issued in a short time.

Conan Doyle's Comedy.

NEW YORK, June 16th.

A London cable to the *Sun* say: A sweet and wholesome domestic comedy is Conan Doyle's first effort as a dramatist. It is entitled "Halves," and was produced at the Garrick Theatre to-night. The piece is as modest and unpretentious as the author himself, who evidently attempts playwriting with diffidence, but while "Halves" does not pretend to be a great play, it is in refreshing contrast to some of the recent risque productions of more famous dramatists. More than this, it was well acted and well received. Brandon Thomas and James Welch, in the characters of two brothers who met according to promise after twenty-five years to divide their fortunes, carried the piece to a successful climax.

DEATH OF QUEEN KAPIOLANI.

HAWAIIANS MOURN THE LOSS OF A NOBLE CHIEF.

HONOLULU, June 24th.

Queen Dowager Kapiolani, relict of the late lamented King Kalakaua died this morning at her Waikiki residence at 8:45, after a prolonged illness and in the presence of her nephews, Prince David Kawanankoa and Prince Kalanianaole, and a number of her retainers.

The late Alii had been sick for several months and life was prolonged only through the careful attendance of Drs. Herbert and Humphries who did all in the power of medical science to preserve the life of the royal lady, or at least alleviate her sufferings.

Queen Kapiolani went to sleep this morning, the sleep from which there is no awaking. She passed away without a struggle or pain to join the beloved friends who have gone before.

The Hawaiians ware sadly grieved when the death message was sent to them and a large number proceeded at once to Waikiki to offer help and wail over the beloved Queen.

When the news of the death of Her Majesty reached the Executive the flags on the government buildings were immediately lowered at half mast and the services of the police department placed at the disposal of those having charge of the funeral, which probably will take place about three weeks from to-day. The representatives of the foreign powers were notified of the sad event and at once placed their flags at half mast.

Arrangements are being made for the erection of a suitable building in which the remains of the noble Alii can lie in state and receive the homage which Hawaiians and foreigners alike will offer to her memory.—*Independent.*

THE VENEZUELA DISPUTE.

PRODEEDINGS OF THE ARBITRATION TRIBUNAL.

PARIS, June 15th.

The first formal meeting of the Venezuela Arbitration Commission opened this morning. The arbitrators, counsel and others began assembling at the Foreign Office shortly before 11 o'clock. They were received by the Minister of Foreign Affairs, M. Delcasse, in the apartment in which the tribunal will sit. These are the rooms used at the meeting of the Spanish-American Peace Conference and during the Behring Sea Arbitration. On a raised dais at the end of the room, facing the entrance, are five massive gilt armchairs for the arbitrators, with a table in front of them. Below the dais are half a dozen long tables placed across the room for counsel and the clerical staff. A large, coloured map of the disputed territory hangs on the wall to the right of the arbitrators, with a smaller map of the whole of South America beside it. Altogether there were about forty persons connected with the tribunal present. The arbitrators and most of their staffs were dressed in frock coats.

There were less than a dozen spectators in that portion of the apartment set apart for the general public, among whom were half a dozen ladies, including Mrs. Benjamin Harrison and others belonging to the American party.

The arbitrators took their seats soon after 11 o'clock Chief Justice Melville E. Fuller and Sir Richard Henn Collins, Lord Justice of Appeals, sitting on the right of Professor de Martens, the umpire, and Baron Russell of Killowen, Lord Chief Justice of England, and Justice David J. Brewer sitting at his left hand. Former President Benjamin Harrison and General F. Tracey and the remainder of the Americans sat at the tables at the left side, facing the court, while the British representatives were seated on the right side. A feature of the proceedings was that counsel used the desk which served during the Behring Sea tribunal proceedings.

The proceedings opened at 11:20, when M. Delcasse briefly addressed the tribunal.

The Foreign Minister said it gave him special pleasure to welcome the High Commission in behalf of the French Republic, which he added was greatly pleased at the fact that Paris had been chosen for the sitting of the tribunal, among whom he saw such eminent men, some of whom had occupied with distinction the highest positions. Under presidency of M. de Martens, who was universally aknowledged as an authority on international law, he continued, the labours could only result happily, in the interests of the dispute and in the interests of humanity, for it would constitute another step toward the realization of the noble project which, launched from an illustrious throne, was making rapid way in the hearts and consciences of the people and had thus imposed itself with singular force on the solicitude of those who govern them. M. Delcasse concluded with thanking the arbitrators for having accepted the hospitality of France.

Professor Martens replied, thanking the French Foreign Minister for his welcome and for the hospitality extended to the arbitrators. The speaker recalled the fact that he came here seven years ago to attend the Behring sea arbitration.

Referring to the work being done at The Hague in the matter of arbitration, he said the Peace Conference sought not merely to arrange a settlement of conflicts, but the avoidance of conflicts, and expressed the hope that the present tribunal would have the effect of promoting the welfare and prosperity of the two countries interested. The professor announced the rules of procedure agreed upon at yesterday's conference, and said the arbitrators would meet every day excepting Sundays. Sir Richard Webster thereupon rose, and said that in order to meet the views of former President Benjamin Harrison and the other American counsel, in which the English representatives concurred, he proposed that they only meet four days in the week, in view of the extremely heavy work before them.

Mr. Harrison said he thought there would be in four days work enough for ordinary men, and he evoked a general smile, as looking around on the general gathering of the most eminent jurists of Great Britain and America, he added: "And we are ordinary men." The work before them, he added, would be a tremendous strain upon the counsel. Professor Martens thereupon agreed that four days meeting a week would be sufficient, arranging that the arbitrators would not meet on Fridays, Saturdays and Sundays.

Sir Richard Webster, asked: "As the learned Professor Martens is going back to The Hague to-night, what days does he propose to give us next week?"

The professor replied that he hoped to give them two days during the latter half of next week, and that he would write from The Hague on Sunday fixing the day of his arrival.

After this Sir Richard Webster announced that counsel had arranged he should speak first, then two Venezuelan counsel, next Great Britain, with possibly two counsel, then Venezuela and next Great Britain. The final speech was to be made by Venezuela.

The British Attorney-General, Sir Richard Webster, opened his speech by mentioning that he had the privilege some years ago to appear in the same room as junior counsel in the Behring sea case. He was standing at the very desk which served at that time. It was a significant fact that Venezuela was represented by distinguished men of the American Republic, while America was represented on the bench by two Judges of the very highest position. It was a great honour for himself and his colleagues to address such a tribunal.

The speaker then paid a tribute to Professor Martens, whose reputation was international, and said: "I shall probably have to say much with which my friends disagree, but I am sure they will extend to us the courtesy of forbearance which we desire to extend to them, and which is customary between counsel in these cases."

Continuing, Sir Richard said he only intended to touch to-day upon the general topics underlying the whole discussion, and proceeded to give a brief geographical and historical review of the whole question, going back to the time of Columbus. In the course of his remarks he said he regarded the treaty of Munster as a most important matter for the tribunal, as Great Britain claims that Spain was not entitled to claim the whole of the western world. He presumed American counsel took an utterly different view of the construction of both the Munster and Utrecht treaties, and thought the arguments advanced by American counsel were not characterized by that breadth which might be expected from such eminent counsel.

The representative of Great Britain then took up the terms of the treaty of arbitration, and laid great stress on the British contention that there is a contract between Venezuela and Great Britain and not between the Spaniards and the Dutch. The tribunal, he contended, had to decide the boundary between Venezuela and British Guiana at the present time, and not between the Spaniards and Dutch in 1814. Counsel then said that in order to clear up any misunderstanding he announced that Great Britain recognized Venezuela as the successor of Spain and he submitted that the boundary, as it might have been settled in 1814, was not the same as ought to be defined to-day.

Respecting the fifty years' title clause Great Britain submitted that it ought to run back from the date of the conclusion of the treaty of arbitration. Counsel was adverse to holding that fifty years ought to constitute a title whatever might be the paramount title of the other power, as this would cut both ways. Where such a case was proved, the matter could be settled in one of three ways—by deflecting the boundary line with territorial compensation elsewhere, without territorial equivalent, or by the payment of compensation, adding that the tribunal has absolute discretion in the matter.

Sir Richard Webster spoke in a clear voice and the arbitrators and counsel followed his speech closely, making notes and occasionally asking him to clear up a doubtful point.

The members of the tribunal were photographed this afternoon, grouped on the steps at the entrance of the Foreign Office. The officials of the Foreign Office provided the Commissioners and their staffs with a substantial luncheon in a hall adjoining the courtroom.—*S. F. Chronicle.*

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

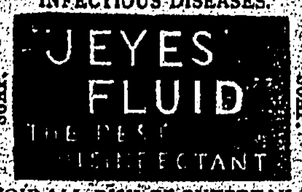
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Hongkong, 2nd May, 1899. [596a

NOTICE.

PRIVATE BOARD and RESIDENCE, 166, Queen's Road East.
Mrs. HORTON.
Hongkong, 30th June, 1899. [853a

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP.  DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11

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FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, & CO., LIMITED,
Agents.
Hongkong, 14th July, 1899. [914a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship
"INDRANI,"
having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 24th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 31st instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 17th July, 1899. [927a

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAVRE, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship
"WAKASA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 24th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on SATURDAY, the 22nd instant, and WEDNESDAY, the 26th instant, both days at 10 A.M.

All claims must reach the undersigned before the 15th instant, or they will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.
Hongkong, 17th July, 1899. [929a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW AND LIVERPOOL.

THE Company's Steamship
"OOPACK,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 26th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

GENERAL AVERAGE PER S.S. "KAISOW."

Cargo ex. this Vessel having arrived per s.s. *Oopack*, consignees are hereby informed that the General Average Bond must be signed and a Deposit made before Bills of Lading can be countersigned.

The Average Bond is lying at the Office of the Undersigned for signature.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 17th July, 1899. [930a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"DORIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 17th July, 1899. [2



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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 21st June, 1899. [12

TO LET.

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E. C. HOCHAPFEL,
Hongkong, 23rd March, 1899. [398a

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Intimations.

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Kanegatuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
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Hayashi Clock Factory.
Hongkong, 11th December, 1896. [41

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Intimations.

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THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39

KUHN & KOMOR,

(21 & 23, QUEEN'S ROAD).

JUST RECEIVED

A COLLECTION OF JAPANESE PLAID SILK and SUNSHADES. [42

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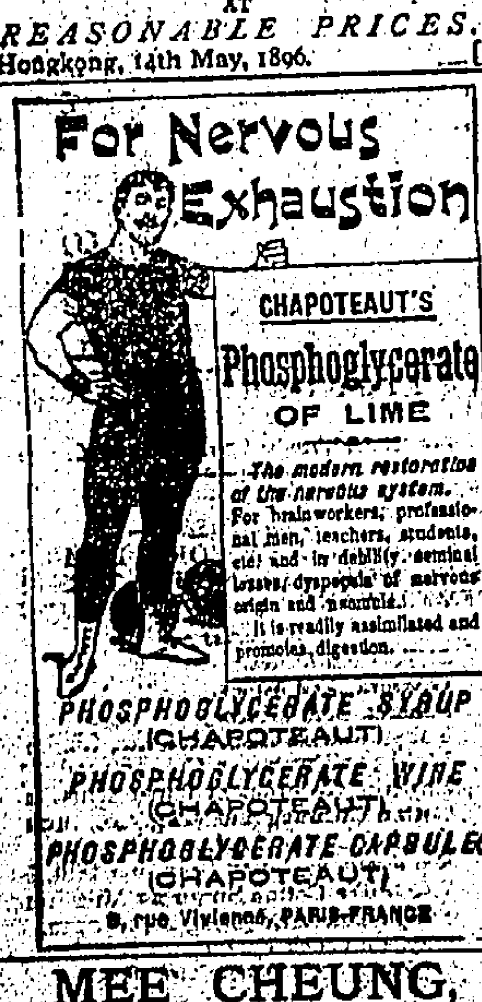
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Hongkong, 14th May, 1896. [39



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TOP FLOOR OF ICE HOUSE, IN *Ice House Road*.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [45

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 27th September, 1898. [43

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [184

NOTICE

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

GERARD C. TOBEY, American bark, J. F. Shurtlef.—By Order.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MORAVIA,"

Captain A. Calabrese, will leave for the above places TO-MORROW, the 19th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 12th July, 1899. [907a

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENGLOE,"

Captain Thomson, will be despatched as above on or about the 20th instant.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th July, 1899. [886a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain Dickens, will be despatched on THURSDAY, the 20th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th July, 1899. [872a

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain H. Hill, will be despatched as above on SATURDAY, the 22nd instant.

For Freight or Passage, apply to McGREGOR BROS. & GOW.

Hongkong, 8th July, 1899. [892a

THE OSAKA SHOSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1899. [926a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on MONDAY, the 24th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ.*

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1899. [877a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on MONDAY, the 24th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1899. [899a

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship

"YANGTSZE,"

H. Allen, Commander, will be despached for the above Port, on SATURDAY, the 29th July.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 12th June, 1899. [785a

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"GHAZEE,"

will be despatched for the above port on or about the 31st July.

STEAMERS.	1899.
"MOGUL"	Early August.
"BRAEMAR"	Middle August.
"SIKH"	At Intervals of 2 weeks.
"ARGYLL"	
"JOHN SANDERSON"	
"AFGHANISTAN"	

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 12th July, 1899. [908a

EXCHANGE.

Hongkong, 18th July.

ON LONDON,	Telegraphic Transfer	1/11¼
"	Bank Bills, on demand	1/11 11/16
"	Credits, 4 months' sight	2/0
"	D'ments, 4 months' sight	2/0⅛
ON BERLIN,	(demand)	M.2.01¼
ON PARIS,	Bank Bills, on demand	2.48½
"	Credits, 4 months' sight	2.52
ON NEW YORK,	Bank Bills, on demand	48¼
"	Credits, 30 days' sight	48¾
ON BOMBAY,	Telegraphic Transfer	147¼
"	On demand	147¾
ON SHANGHAI,	Telegraphic Transfer	72
"	Private, 30 days' sight	72¾
ON YOKOHAMA,	T.T.	4½ per cent. prem.
Sovereigns,	Bank's Buying Rate	$10.10
Gold Leaf 100 touch,	per tael	52.80
Bar Silver		27¼
Dollars		2½ per cent.

OPIUM QUOTATIONS.

Hongkong, 18th July.

New Patna	815 per chest.
Old	862½
New Benares	812½
New Malwa, credit	700 per picul.
Old Malwa, credit	710/840
Persian, paper	[illegible]

The Share Market.

LATEST QUOTATIONS.

(July 18th.)

Banks.

Hongkong and Shanghai Banking Corporation—232 per cent. prem.

The Bank of China & Japan, Ld.—(Preference) nominal.

The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.

The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.

National Bank of China, Ld.—$24.

Do. Do. —$24.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$235.

China Traders' Insurance Co., Limited—$62.

North China Insurance Co., Ld.—Tls. 190.

Yangtsze Insurance Assoc. Ld.—$105 buyers.

Canton Insurance Office, Ld.—$140.

Straits Insurance Co., Ld.—$6½.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$310.

China Fire Ins. Co., Ld.—$89 sellers.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$32½.

Indo-China Steam Navigation Company, Ld.—$62½.

China and Manila S.S. Co., Ld.—$91.

Douglas Steamship Co., Ld.—$57 sellers.

China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.

China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.

China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.

Star Ferry Co., Ld.—$16½.

Refineries.

China Sugar Refining Co., Ld.—$174.

Luzon Sugar Refining Co., Ld.—$57.

Mining.

Punjom Mining Co., Ld.—$14½.

Do. Preference Shares—$2.50.

Société Française des Charbonnages du Tonkin—$245.

Queen Mines, Limited—$0.50.

Jelebu Mining and Trading Co., Ld.—$13¾ buyers.

Raub A'lian Gold Mining Co., Ld.—$61½.

Olivers Freehold Mines, Ld.—(A) $7.

Olivers Freehold Mines, Ld.—(B) $5.25.

Great Eastern and Caledonian Gold Mining Co., Ld.—$2.30.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—400 per cent. prem.

Hongkong and Kowloon Wharf and Godown Company, Limited—$97.

Wanchai Warehouse and Storage Co., Ld.—$41.

New Amoy Dock Co., Ld.—$15½.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—$9.65.

Hongkong Land Investment and Agency Co., Ld.—$100.

Kowloon Land and Building Co., Ld.—$30.

West Point Building Co., Ld.—$34.

Hongkong Hotel Co., Ld.—$108.

Humphrey's Estate and Finance Co., Ld.—$12.

Miscellaneous.

Green Island Cement Co., Ld.—$28½.

China-Borneo Co., Limited—5 buyers.

A. S. Watson & Co., Limited—$18.

Hongkong Electric Co., Limited—$12½.

Hongkong and China Gas Co., Ld.—$130.

Hongkong Rope Manufacturing Co., Ld.—$181.

Geo. Fenwick & Co., Ld.—$43.

Hongkong Ice Co., Ld.—$117.

Hongkong High-Level Tramways Co., Ld.—$145.

Dairy Farm Co., Limited—$5½.

Hongkong & China Bakery Co., Ld.—$25.

Campbell, Moore & Co., Ld.—$11.

Bell's Asbestos Eastern Agency, Limited—£1 nominal.

Bells Asbestos Eastern Agency, Ld.—$5.

Carmichael & Co., Limited—$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$80.

Ewo Cotton Spinning & W. Co., Ld.—Tls. 70.

International Cotton M'fg. Co., Ld.—Tls. 70.

Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 70.

Soy Chee Cotton Spinning Co., Ld.—Tls. 350.

Yahloong Cotton Spinning Co., Ld.—Tls. 55.

Tebrau Planting Co., Ld.—$3 per share.

Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.) Telegraph Address—"Rialto."

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Mrs. Morris	Mr. and Mrs. Horace Wadman

VESSELS IN PORT.

Steamers.

BENGLOE, British steamer, 1,993, A. W. S. Thomson, 17th July,—Shanghai 13th July, General.—Gibb, Livingston & Co.

BUCEPHALUS, British steamer, 1,192, M. Robinson, 7th July,—Samarang 25th June, Sugar.—Dodwell & Co.

CHINA, German steamer, 1,115, P. Voss, 16th July,—Saigon 11th July, Rice.—Siemssen & Co.

CHOYSANG, British str., 1,194, G. H. Bowker, 15th July,—Wuhu 9th July, and Chinkiang 11th, General.—Jardine, Matheson & Co.

DORIC, American steamer, 2,691, Harry Smith, R.N.R., 17th July,—San Francisco 17th June, Honolulu 24th, Yokohama 7th July, Kobe 11th, Nagasaki 13th, and Shanghai 15th, Mails and General.—O. & O. S. S. Co.

EMPRESS OF JAPAN, British steamer, 5,904, G. D. Bowles, R.N.R., 11th July,—Vancouver 19th June, and Shanghai 8th July, Mails and General.—C. P. R. Co.

GODAVEREY, French steamer, 713, Orsim, 1st April,—Saigon 25th March, General.—Chinese.

HAILOONG, British steamer, 783, A. J. Robson, 16th July,—Swatow 15th July, General.—Douglas, Lapraik & Co.

HATING, French steamer, 705, M. Jenssen, 14th July,—Haiphong 10th July, Pakhoi 12th, and Hoihow 13th, Pigs and General.—A. R. Marty.

HOLSTEIN, German steamer, 1,103, M. Ipland, 7th July,—Saigon 2nd July, Rice.—Jebsen & Co.

HYSON, British steamer, 2,879, E. Fey, 14th July,—Singapore 8th July, General.—David Sassoon, Sons & Co.

INDRAPURA, British steamer, 3,152, A. Horsfall, 17th July,—Amoy 16th July, General.—Jardine, Matheson & Co.

KYOTO MARU, Japanese steamer, 1,666, T. Sakurai, 15th July,—Moji 7th July, Coal.—Dodwell & Co.

MACHEW, British steamer, 995, T. E. Farrell, 14th July,—Bangkok 7th July, Rice.—Yuen Fat Hong.

MAUSANG, British steamer, 1,643, P. M. B. Lake, 15th July,—Sandakan 8th July, Timber.—Jardine, Matheson & Co.

MONGKUT, British steamer, 859, A. S. Calder, 17th July,—Koh-si-chang 10th July, Rice.—Yuen Fat Hong.

MONMOUTHSHIRE, British steamer, 1,871, W. A. Evans, 9th July,—Portland, Oregon 13th June, General and Flour.—Dodwell & Co.

PAKSHAN, British steamer, 1,238, J. Jenkins, 17th July,—Saigon 12th July, Rice.—Bradley & Co.

TAICHIOW, British steamer, 862, P. S. Primrose, 14th July,—Bangkok 5th July, Rice and General.—Yuen Fat Hong.

TETARTOS, German steamer, 1,578, T. Dealer, 12th July,—Saigon 9th July, Rice and General.—Siemssen & Co.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 17th July,—Manila 14th July, Hemp and Tobacco.—Jardine, Matheson & Co.

WAKASA MARU, Japanese steamer, 3,885, J. B. MacMillan, 16th July,—London via Singapore 11th July, General.—Nippon Yusen Kaisha.

Sailing Vessels.

DRUMBURTON, British 4-mast ship, 1,775, Spurring, 29th June,—Seattle, Wash. 24th April, Flour.—Mr. C. Richardson.

G. C. TOBEY, American bark, 1,390, J. F. Shurtlef, 4th May,—Tacoma 7th Nov., Timber.—Order.

IVY, American ship, 1,181, H. J. Halstad, 27th June,—Singapore 9th June, Timber.—Order.

LADY MITCHELL, British schooner, 714, S. Mugford, 9th July,—Saigon 3rd July, Rice.—Meyer & Co.

P. N. BLANCHAN, American bark, 1,503, N. W. Blanchan, 15th June,—Chefoo 12th May, Ballast.—Captain.

ROSE, British bark, 465, Riekers, 12th June,—Freemantle, W.A. 1st May, Sandal Wood.—Siemssen & Co.

SHERARD OSBORN, British schooner, 676, R. H. Dunmall, 16th July,—Sharp Peak (Foochow) 12th July, Telegraph Cable.—Telegraph Co.

STANFIELD, British bark, 576, Wilson, [illegible] July,—Rajong 20th June, Timber.—Master.

TAM O'SHANTER, Amr. ship, 2,264, Ballard, 15th June,—Yokohama 20th May, Ballast.—Arnhold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, July 18th, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Wei-hai-wei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. E. J. W. Slade, Foochow.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., Yokohama.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. Montgomerie, Shanghai.

Brisk, British cruiser, 1,770 tons, 6 guns, [illegible] Wei-hai-wei.

Centurion, 1st class battleship, 10,000 tons, [illegible] Captain R. J. [illegible], Wei-hai-wei.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Nagasaki.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 400 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Grafton, 1st class cruiser, 7,350 tons, 12 guns, 13,483 i.h.p., Capt. W. Fisher, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, Amoy.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Wei-hai-wei.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Shanghai.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.

Phœnix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Singapore.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.

Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Wei-hai-wei.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Foochow.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Yokohama.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Ghusan.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Amerigo Vespucci, Italian cruiser, 1,200 tons, Capt. Zeri, Singapore.

Bengo, Portuguese gunboat, 462 tons, 3 guns, 400 h.p., Lieut.-Com. Marques, Macao.

Elna, Italian cruiser, 2,530 tons, Capt. G. Giorello, Shanghai.

Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.

Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun.

Stromboli, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Aleout, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Elkisky, at Vladivostock.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostock.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.

Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaloff, at Vladivostock.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Tenriche, at Vladivostock.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Vironins, at Vladivostock.

Rossia, Russian armoured cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupe, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.

Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p., Capt. C. Parensyo, at Port Arthur.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.

Yakout, Russian gunboat, 16 guns, 800 h.p., at Vladivostock.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Sveaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Tosa, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Janchihe, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 20 knots.

Naegin, Russian torpedo boat, 87 tons 4 guns, 1,100 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 1,700 h.p., 22 knots.

Podorojnik, Russian torpedo boat, [illegible] tons, [illegible] 16 knots.

[illegible]

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.

* Flagship of Rear-Admiral F. V. Dubossoff.

‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.

Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.

Beautemps-Beaupré, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at Chefoo.

Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.

Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.

Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.

Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.

Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.

Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.

Jean Bart, French cruiser, 10 guns, 8,000 i.h.p., Capt. Chesmar, at Toku.

Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.

Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizel, at Manila.

Pluvier, French despatch-boat, 545 tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.

Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.

Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.

Vauban, Franch flagship, 6,150, Capt. Boutet at Haiphong.

Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.

† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Arcona, German cruiser, 2,370 tons, 20 guns, 2,400 h.p., Captain Remke, at Singapore.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.

Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.

Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Swatow.

Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.

Kaiser, German flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.

Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.

Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.

† Flagship of Rear-Admiral von Diederichs.

* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. E. D. Taussig, Manila.

Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. Whiting, Nagasaki.

Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666 i.h.p., Capt. W. H. Whiting, at Manila.

Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt.-Com. J. B. Briggs, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. Frederic Singer, at Manila.

Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.

Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier.

Olympia, U.S. flagship, 5,760 tons, 14 guns, 17,313 h.p., Capt. B. P. Lamberton, at Singapore.

Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.

Yorktown, U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.

Zafiro, U.S. dispatch-vessel.

Post Office.

A Mail will close:—

For Hoihow and Pakhoi—Per *Hating* to-morrow, the 19th instant, at 9 A.M.

For Bangkok—Per *Taichiow* to-morrow, the 19th instant, at 9 A.M.

For Yokohama—Per *Wakasa Maru* to-morrow, the 19th instant, at 10 A.M.

For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan* to-morrow, the 19th instant, [illegible]

For Shanghai and Kobe—Per *Moravia* to-morrow, the 19th instant, at 3.10 P.M.

For Shanghai—Per *Pakhoi* on Thursday, the 20th instant, at [illegible]

For Singapore—Per *Patroclus* on Thursday, the 20th instant, at [illegible]

For Samarang and Sourabaya—Per *Bellerophon* on Thursday, the 20th instant, at [illegible]

For Manila—Per *Kaifong* on Thursday, the 20th instant, at [illegible]

[illegible]